

# ATLANTIC FISHERMAN

NOVEMBER  
1951



Columbian's everything you need for a tough haul — resilient — waterproof — durable. Stands up under the severe test of fishing fleet action — because it's

quality controlled, quality tested, from the Philippine plantations till it's packaged for shipment. Be Sure — insist on Columbian.

## COLUMBIAN ROPE COMPANY

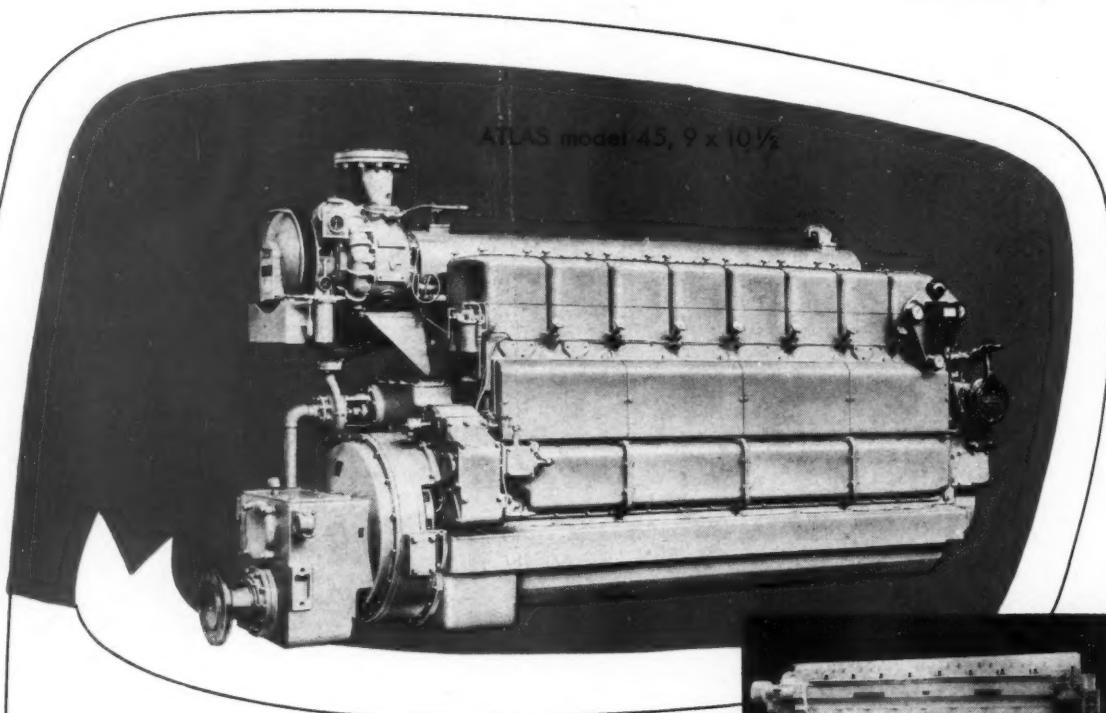
310-80 Genesee St., Auburn, "The Cordage City", New York

Red  
White  
Blue  
There is no finer rope!



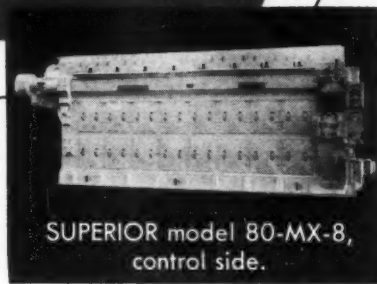
Boston Office and Warehouse

38 Commercial Wharf



There's

- **Reliable Power and**
- **Long Engine Life**



SUPERIOR model 80-MX-8,  
control side.

## **IN FISHING CRAFT POWERED BY ATLAS AND SUPERIOR 4-CYCLE DIESEL ENGINES**

From drafting table to test block, close supervision, skilled workmanship and modern machine tools combine to build the excellent reputation for dependable and economical service enjoyed by these two great engine names—Atlas and Superior.

In our extensive Research Laboratory, continuing study and experimentation on engine design assure you that Atlas and Superior Engines will meet your demands for quality and dependable service.

This constant attention to engine development gives you Atlas and Superior 4-cycle Diesels with full-rated power for heavy and extended operation, long engine life, and thrifty use of fuel and lubricating oils.

Atlas and Superior reduction-gear engines provide greater power in less space and with less weight than direct-drive units. They can be installed in your present craft to obtain greater speed or greater payload—in many instances both.



**THE NATIONAL SUPPLY COMPANY**  
**ENGINE DIVISION**

General Sales Offices: Springfield, Ohio

**DIESEL ENGINES • DUAL FUEL ENGINES • GAS ENGINES**

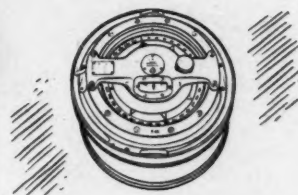


**CAPTAIN CARL HANKEN**, owner of the M/V WEST POINT, takes his boat any place tuna is found, even off Peru. Newest addition to his Sperry navigational aids is the Sperry Magnetic Compass Pilot which is helping him keep his reputation as a consistent producer in the tuna fleet.



**FIRST TUNA CLIPPER** built for Gulf operations, the GULF STAR, is equipped with the Sperry Magnetic Compass Pilot. Captain Charles Kaufmann, who holds the world's single tuna catch record, believes the GULF STAR with her modern equipment and 10,000-mile cruising range will be able to locate the fish and stay with them until a good catch is made.

## Profit Pilot for Fishermen



### Sperry Magnetic Compass Pilot cuts costs for every type of fishing craft

- The M/V CAPE BEVERLY, WEST POINT and GULF STAR all fish for tuna . . . all fish for profit. So *all three* have the Sperry Magnetic Compass Pilot to get them to the fish and back with the catch with a minimum expenditure of time, fuel, manpower and money.
- Their skippers . . . like those on scores of all types of fishing craft . . . find that the Magnetic Compass Pilot follows the set course *automatically* . . . with it straight-line steering saves time *en route* and on the fishing grounds . . . functions perfectly even in a rough sea . . . frees more men for fishing . . . gives physical and mental relief from the heavy wheel . . . and with the *remote controller* permitting steering outside the wheelhouse, the skipper can supervise the fishing operations.
- Every pilot is backed by Sperry's dependable world-wide service.



**IN HER YEAR** and a half of fishing, the M/V CAPE BEVERLY has made numerous good, fast trips with the Sperry Magnetic Compass Pilot. Paul Lynn, the Skipper, says: "I have sailed with all kinds of automatic pilots, but for my money there isn't another pilot on the market that will do the job like my Sperry Magnetic."

**SPERRY** *GYROSCOPE COMPANY*

DIVISION OF THE SPERRY CORPORATION

GREAT NECK, NEW YORK • CLEVELAND • NEW ORLEANS • BROOKLYN • LOS ANGELES • SAN FRANCISCO • SEATTLE  
IN CANADA—SPERRY GYROSCOPE COMPANY OF CANADA, LTD., INTERNATIONAL AVIATION BUILDING, MONTREAL

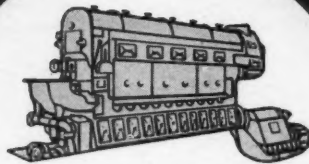


# The More You Want...

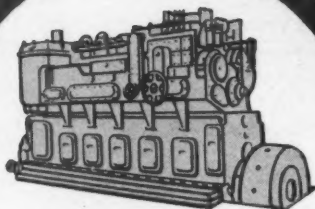
**DEPENDABLE, ECONOMICAL MODERN MARINE POWER...**

## The More You Need... **FAIRBANKS-MORSE!**

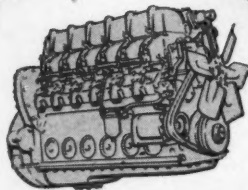
*A proved diesel engine  
for every marine propulsion  
and generating service...*



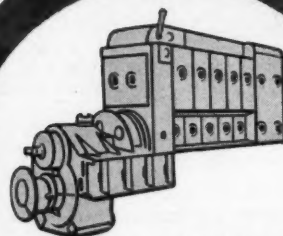
**MODEL 38:** Opposed-Piston engine: 640 to 1920 hp. with reduction gears for marine service.



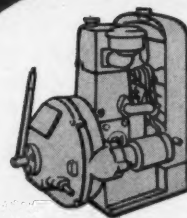
**MODEL 37:** 500 to 2125 hp. for direct drive marine service



**MODEL 49:** 20 to 150 hp. engine for propulsion or auxiliary service. Reduction gears available.



**MODEL 31:** 175 to 500 hp. with 2 to 1 reduction gears optional for marine service.



**MODEL 45B:** 5¼ and 10½ hp. engine for propulsion and generating service.



**FAIRBANKS-MORSE,**

*a name worth remembering*

DIESEL AND DUAL FUEL ENGINES • DIESEL LOCOMOTIVES • ELECTRICAL MACHINERY • PUMPS • SCALES • RAIL CARS • MAGNETOS • FARM MACHINERY



## Regulating of High Seas Fisheries Requires International Cooperation

At the conference of Canadian, Japanese and United States fisheries representatives held at Tokyo early this month, Hon. R. W. Mayhew, Canadian Minister of Fisheries, made some pertinent observations on International fishery problems. The meeting was called to negotiate a North Pacific Fisheries Convention which would provide for the regulation or limitation of fishing and the conservation and development of fisheries of the high seas.

Mayhew said in part: "Canada's conservation policy follows two broad lines. Firstly, our Government maintains constant biological and scientific investigations in the various species. Secondly, and on the basis of such investigations and on the basis of experience, our Government regulates the fishery when necessary. We withhold from our own fishermen and fishing industry the free right of fishing, by opening and closing fishing seasons, by having closed areas, by regulating mesh sizes to allow escapement, by having quotas on the catch, and the like.

"We apply these measures not only to species within our territorial waters. We regulate our fishermen on the high sea as well. By restraining our nationals in these ways, we have helped maintain these fisheries and preserve the stocks.

"In some instances, we have joined with other countries, particularly the United States, in fishery conservation programs. By treaties and by administrative agreements between us, we have, on both coasts, together worked toward the end of conservation. The scientists of both countries work together and the administrative agencies frequently have common regulation programs. Together, we have, therefore, a joint interest in the stocks we have helped to build up. We have withheld from our fishermen their free right to fish. Thereby, we have maintained stocks not only within our territorial waters but on the high seas.

"These steps have been a substantial cost to our Government, to our fishing industry and to some other industries as well. In the case of halibut for example, the whole quota allowed to the fishermen of both countries is now caught in one month's time, leaving special gear unused for the remainder of the year. In salmon for example, fishing during the season is closed for three days every week, leaving boats tied up and canneries idle. In the case of fish like salmon that come into our rivers to spawn, another cost has to be paid. Other users of the rivers, like those building dams for power purposes have to be restrained. They are asked to use for industrial purposes the rivers that are not frequented by salmon. They are asked, in other cases, to provide fish ways and to remove pollution.

"Without some international agreement to safeguard the benefits from all these efforts, no incentive would remain to conserve stocks in the high seas. To prevent this, there must be international agreements. Such agreements in our view must contain two parts at least. First, the creation of an organization that will make a continuous scientific study of the particular resources covered by the agreement. Such an organization must be representative of and must be contributed to by the various governments that are party to it. Too, there must be restraints on the fishing industry. Some waiver of the right to free fishing is necessary among the parties to the agreement.

"Canada wants an agreement based on good sense, equity and justice, giving to each of us some responsibility for promoting the development of fisheries in a way that will maximize production and maintain constant yields of food for the people of the world."

The remarks of the Canadian Minister show the need for International cooperation in protecting and developing the resources of the sea. With the increasing use of long range fishing craft which operate on distant grounds, the formulating of practical fishing regulations among countries using common fishing areas requires foremost consideration and understanding.

# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers  
On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXII

NOVEMBER 1951

NO. 10

## SPECIAL FEATURES

How Controlled Materials Plan Affects Fishermen	13
Construction Details of Gulf Shrimp Nets	14
Oyster Brood Stock Should Get More Attention	16
Pascagoula, Miss. Shipyard Operates Fleet of Steel Menhaden Boats	18
New Texas Shrimper "Brazos" Equipped to Freeze Catches	18
Florida Yard Sets Record In Shrimp Boat Building	28

## NEWS REPORTS

Alabama	29	Massachusetts	21
Boston	21	Michigan	23
Cape Cod	20	Mississippi	25
Connecticut	40	New Bedford	21
Florida	20	New Hampshire	41
Georgia	22	New Jersey	19
Gloucester	33	North Carolina	43
Long Island	19	Rhode Island	26
Louisiana	25	Texas	24
Maine	17	Virginia	26
Maryland	38	Wisconsin	23

## REGULAR DEPARTMENTS

Sounding-Lead	8
Equipment and Supply Trade News	30
Fish Landings for Month of October	35
Canadian Report	39
Vineyard Bailings	42
Where-to-Buy Directory	44
Index to Advertisers	45
Classified Advertising	46

Published Monthly by Atlantic Fisherman, Inc.  
Goffstown, New Hampshire

P. G. LAMSON  
President

GARDNER LAMSON  
Publisher and Editor

A. E. BROWN  
Managing Editor

Subscription rates, per year: United States, \$3.00;  
Canada, \$4.00; Foreign, \$5.00. Single copies, 35 cents.

Acceptance under section 34.64, P.L.&R., authorized at Manchester, N. H.

CCA Member: Controlled Circulation Audit  
and National Business Publications, Inc. NBP

Advertising Representatives:

Kennedy Associates, 60 East 42nd St., New York 17, N. Y.  
Nourse Associates, 412 West 6th St., Los Angeles 14, Calif.

# Medal of Honor



Major General William F. Dean, of Berkeley, California—Medal of Honor. In the hard early days of the Korean War, when it was Red armor against American rifles, General Dean chose to fight in the most seriously threatened parts of the line with his men. At Taejon, just before his position was overrun, he was last seen hurling hand grenades defiantly at tanks.

General William Dean knew in his heart that it's every man's duty to defend America. You know it, too. The General's job was in Korea and he did it superbly well. Your defense job is here at home. And one of the best ways to do that job is to start right now buying your full share of United States Defense\* Bonds. For remember, your Defense Bonds help keep America *strong*, just as soldiers like General Dean keep America safe. And only through America's strength can your nation . . . and your family . . . and you . . . have a life of security.

Defense is your job, too. For the sake of all our servicemen, for your own sake, help make this land so powerful that no American again may have to die in war. Buy United States Defense\* Bonds now—for *peace*!

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take

home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

***\*U.S. Savings Bonds are Defense Bonds - Buy them regularly!***



The U. S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America as a public service.

On Every Count

**CHRYSLER**

**Is America's No.1  
Marine Engine**



**FIRST IN POPULARITY!** More boat owners requiring power in the 87 to 165 h.p. range have specified Chrysler than any other make.

**FIRST IN PERFORMANCE!** From every American waterway comes the report "Where there's Chrysler Marine Power, there is a combination of dash, quietness, smoothness and long-lived dependability—*unmatched!*"

**FIRST IN FINE ENGINEERING!** Universally recognized for its engineering leadership, Chrysler gives you Weatherproofed Ignition System, Positive Gear Driven Water Pump with increased capacity (15 to 27 gals. per min.), Vee Drive, Oilite Clutch Plates with Planetary Type Reverse Gear Assembly, Hydraulic Control, and an engine that defies wear and abrasives.

**FIRST IN DOLLAR VALUE!** Only Chrysler gives you all these features at *no extra cost*—Storage battery, Thermostatic Control, Full Flow Oil Filter, Rubber Mountings, Oil Cooler\*, and Opposite Rotation engines.

**FIRST IN SERVICE!** Only Chrysler offers Marine Engine Service facilities at so many points. And no other Marine Engine Service has comparable facilities for fast parts delivery to any American or Canadian port.

Power or repower with the engine that is **FIRST** on every count. Your Chrysler Marine Dealer is ready to fill your needs. *Marine Engine Division, Chrysler Corporation, 12200 East Jefferson Ave., Detroit 31, Michigan.*

\*Except on Ace Models





# PITTSBURGH TOPSIDE WHITE Stays White Longer!



## Really Tough and Durable!

**H**ERE'S a topside white that will not discolor from fumes from fuel, foul water, dock and harbor sewage or industrial gases. It's whiter when it goes on and it stays white longer!

● **Pittsburgh Superstructure White** goes on easily, too, and dries quickly to a highly resistant elastic finish that gives long-lasting protection you can count on. It will not chalk excessively, nor crack or mar easily. Sun, wind, rain, ice and salt spray don't affect this great seagoing paint which is at home in all extremes of temperature.

● **Pittsburgh** has the finish for your marine need, whatever it may be. Write for free booklet that can save you time and money.

● **IMPORTANT NOTICE TO SHIP CHANDLERS!** Although Pittsburgh Marine service covers most important ports, we have a few opportunities for ship chandlers. If interested, write, wire or phone the factory nearest you.



### PITTSBURGH PLATE GLASS COMPANY

Industrial Paint Division, Pittsburgh, Pa.

Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Houston, Texas; Los Angeles, California; Portland, Ore. Ditzler Color Div., Detroit, Mich. The Thresher Paint & Varnish Co., Dayton, O. Forbes Finishes Div., Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.



**PITTSBURGH**  
*Marine Finishes*

PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS

PITTSBURGH PLATE GLASS COMPANY

## Sounding-Lead

**Hearing on fillet imports** will be held November 26 in Washington by United States Tariff Commission. All parties interested will be given opportunity to be present, to produce evidence, and to be heard in matter of investigation with respect to "cod, haddock, hake, pollock, cusk, and rosefish, all the foregoing, fresh or frozen (whether or not packed in ice), filleted, skinned, boned, sliced, or divided into portions" (par. 717 (b), Tariff Act of 1930). Parties desiring to appear at public hearing should notify Secretary of the Commission in writing at its office in Washington, D. C. in advance of the hearing.

**Inspection of shrimp** by the Government, including fresh and frozen shrimp and specialty shrimp products, is provided for under regulations issued October 31 by Food and Drug Administration. The inspection service is purely voluntary. It will be paid for by firms who take it and will add a fraction of a cent per pound to packers' costs. Firms who use the service are entitled to state on the label that their shrimp has been prepared under Government supervision.

**Larger frozen fish exports** to the United States are planned by the Norwegian Frozen Fish Association. Exports to this country of frozen Norwegian fish are expected to amount to \$1,960,000 this year.

Securing sufficient raw material is the greatest problem at present. With the organization available, it should be possible to sell from \$2,800,000 to \$3,500,000 worth of frozen fish annually to the United States, according to the Association. Exports began in 1948 with a value of only \$70,000, and consisted of fillets of wolf fish (catfish), cod, haddock, halibut, and ocean perch (rosefish). Cod fillets are not the most important fish product as many believe.

The Association does not export to the United States alone, although it is and will continue to be the most important market. About 40 percent of the Norwegian frozen fish exports go to the United States with the balance spread among a dozen countries.

**Express rate increases** which approximate half of the requests of the Railway Express Agency in Ex Parte 177 have been granted by the Interstate Commerce Commission. The Express Agency can put the increases into effect any time before December 15 on fifteen days notice to the public. Increases of importance to the fisheries are as follows:

1. First class rates and charges on packages up to 100 lbs. will be increased 30¢ per shipment. Packages over 100 lbs. will be increased 30¢ per 100 lbs. Second class rates will be increased to 75% of first class rates.
2. The pound-rate basis for determining first class rates, (such as for live lobsters), will be cancelled, and graduated first class rates increased as in No. 1 will apply.
3. The minimum charge will be increased to \$1.50 on all shipments—first class, commodity, etc. It is believed that this increase will have a serious effect on shipments of one, two, and three-gallon packages of oysters, and in some cases probably will force discontinuation of the small package business.
4. The Express Agency will not be allowed to cancel all of its commodity rates. But commodity rates and charges on articles of food and drink up to 100 lbs. will be increased by 22½¢ per shipment. Packages 100 lbs. and over will be increased by 22½¢ per 100 lbs.
5. C.O.D. service charges will be increased by 25%.

**A new kind of fish net** which can be towed at speeds higher than usual, has been invented in England, and is designed to catch great quantities of small fish for scientific study. In use in the Clyde Sea, it was towed at 7 knots over a 68-mile course. Purpose of using the net in Clyde area was to investigate the changes in the distribution of young fish.

Net is similar to ordinary tow net used for plankton, but used at high speeds, a narrow opening at the rear end is turned upon itself, as is foot of a sock before being rolled up. Each of two nets has been towed for more than 160 miles without signs of undue strain.

**Foreign activities head** for Fish & Wildlife Service is now Dr. John Laurence Kask, who has been named to position of chief of the Service's Office of Foreign Activities. Dr. Kask has been assistant director of F&WS' Pacific Oceanic Fishery Investigations in Honolulu, T.H. He succeeds Dr. Hilary J. Deason who resigned in September because of poor health.

**Ocean perch fillet exports** by Newfoundland totalled 4,945,000 lbs. in the period from January through June of this year. This is more than twice the total for January-June, 1950.

The biggest item exported from Newfoundland was cod—8,445,150 lbs., which was 50% greater than in the previous year. Newfoundland exports most of its fish to the United States.

**Electrified hooks** for catching salt-water fish, such as tuna, have been developed after many years of experiment by three Hamburg, Germany scientists.

Method was tried in practice for first time by cutter *Paloma* from Busum in area which is about 90 nautical miles southwest of Helgoland. The tuna is lured to the hook with the usual bait. Immediately after it has taken the bait, the tuna is given a powerful electric shock through the hook. This is accomplished through a newly developed apparatus which changes the direct current of the generator to alternating current.

The fish is stunned immediately as if by a narcotic so that it cannot fight or wear itself out as is ordinarily the case with a fish caught on a hook. Narcosis can be continued by additional electrical shocks according to the need; for example, until the fish is brought aboard. Thirty pieces of the new gear will be constructed for fish cutters in Hamburg-Finkenwerder.

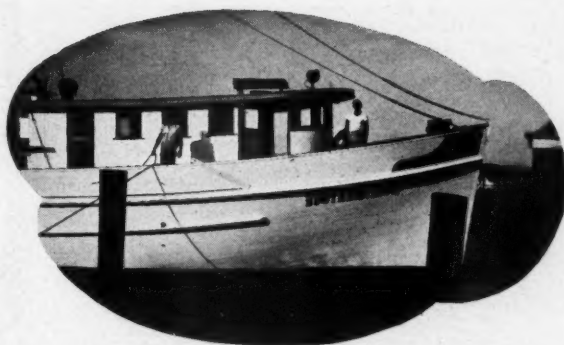
**FAO's Latin American Meeting** at Lima, Peru, resulted in approval of a proposal for establishing a Latin American Fisheries Council. A form of agreement was adopted for submission to the Sixth Session of the Food and Agriculture Organization (FAO) Conference to be convened at Rome in November. If approved by the Conference it will be forwarded to interested member governments for action, and if accepted by five of the member governments, the agreement will go into effect.

The Governments of Brazil, Chile, Colombia, Costa Rica, Cuba, El Salvador, France, Mexico, the Netherlands, Nicaragua, Panama, Peru, the United States of America, the United Kingdom, and Uruguay, and members of the FAO, were present at the meeting and agreed to the adoption of the Agreement. The Agreement points out that the purpose of the organization is the development and proper utilization of the living aquatic resources of the Latin American region.

**A tuna import duty bill** which would impose a 3c per pound tariff on imported fresh or frozen tuna, such rate to continue in effect until April 1, 1953, has been passed by the House. Meanwhile, the bill requires a complete investigation of the tuna import situation on fresh or frozen, canned tuna, canned bonito and yellowtail, by the Tariff Commission and the Secretary of Interior (Fish and Wildlife Service). The bill also requires that reports be made to Congress together with recommendations on or before January 1, 1953.

Business interests that would be affected by the duty are moving to request an opportunity to present their views to the Senate Finance Committee when the latter considers the legislation.

Tuna imports now come into the U. S. duty free, and according to testimony presented to a House Ways and Means Subcommittee, have created widespread unemployment and substantial operating losses in the domestic industry.



## "We're Sure of Surrettes!"

All fishermen admire an efficient, profitable boat, regardless of her type, regardless of where she fishes. When Capt. A. J. White of the new, 70 ft. trawler *SOUTHERN HOPE*, latest addition to the fleet of Herndon Marine Products, Inc., Corpus Christi, Texas, says: "We're sure of Surrettes", his words have a familiar ring to efficiency-minded fishermen from Nova Scotia to the Gulf of Mexico.

Recorded in the logbooks of countless fishing craft are such Surrette commendations as these (again quoting Capt. White): "From take-off to the shrimping grounds, right back to the dock, we know we don't have to worry about power failures."

*SOUTHERN HOPE's* 4 8-volt Heavy Duty Surrette Marine Batteries are the same type as those used in many top-efficiency boats with low, low operating costs. They give you

### EXTRA VALUE — AT NO EXTRA COST

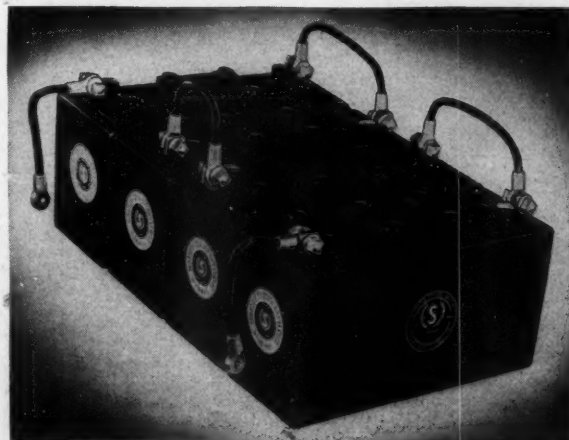
- ★ **GREATEST CAPACITY IN LEAST SPACE**, 25% more than conventional storage batteries. Capacities that will crank biggest Diesels—up to 1600 H.P. Extra capacity enables you to enjoy the convenience of additional electrical equipment.
- ★ **LONGEST LIFE, HIGHEST POWER, PER POUND OF WEIGHT.**
- ★ **THICK, HIGH, POSITIVE PLATES.**
- ★ **SPECIALLY ENGINEERED, SPECIAL MATERIALS, FOR MARINE USE:** Extra heavy fittings, genuine hard rubber containers.

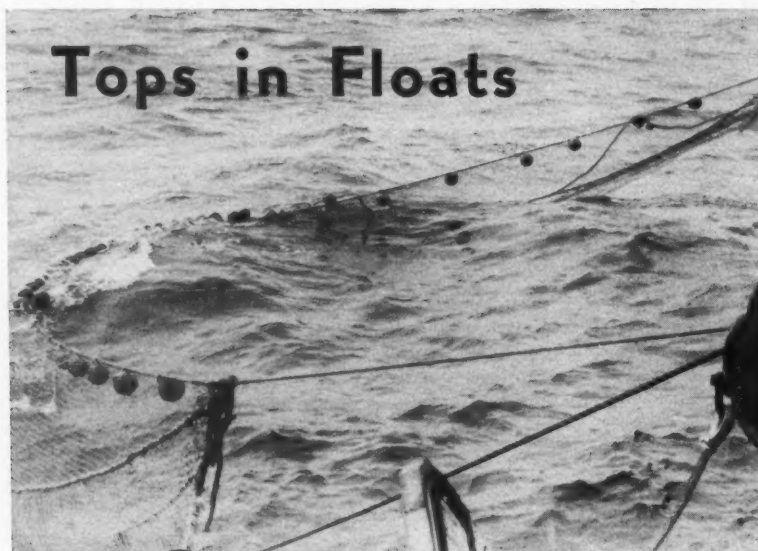
Ask your dealer about Surrette Batteries, the choice of experts, and for Specification Sheet M-1. **FINEST AT ANY PRICE—SIZES FOR EVERY BOAT.** Write us if your dealer cannot supply you.

Surrette Storage Battery Co., Inc.

Salem, Mass.

# Surrette MARINE BATTERIES





## Tops in Floats

# "DAGLE" FLOATS

for fishermen



Compare and see  
why they're Better

Designed for Longer Life — Guaranteed against leakage and collapsing  
8 inches in diameter, made of 14 gauge steel, electric welded, painted red

Made in Four Fastening Styles:

Ring Float — Bar Float

Loop Float — Loop with Rings

Shipping wt., approx. 4½ lbs. ea.

Available for immediate delivery

Write for catalog and price list

## CHARLES F. DAGLE CORP.

Established 1910

163 Orleans Street

East Boston 28, Mass.

## B.F. Goodrich Cutless Bearings For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

Available at Boat Repair Yards and Marine  
Equipment dealers.

**Lucian Q. Moffitt, Inc.**

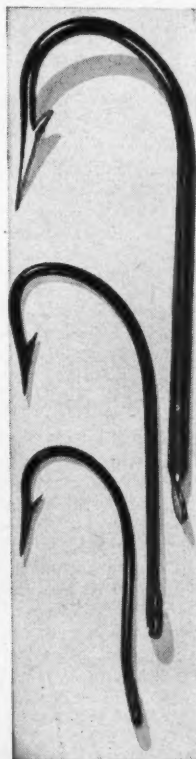
AKRON, 8, OHIO

Engineers and National Distributors

## You Can Depend Upon

**MUSTAD**  
Key Brand FISH HOOKS

to bring in your catch and save you hook repairs and replacements too. Their strong, sharp points hold their sharpness and their tough, sturdy bends and shanks will hold your fish. Ask your dealer about Mustad hooks and see the many patterns and sizes that you can select from. There are no finer fish hooks made.



**O. MUSTAD & SON**

OSLO Established 1832 NORWAY

Sales Agents

Ed. W. Simon Co., Inc., 320 Broadway, New York



# 37,000 hours



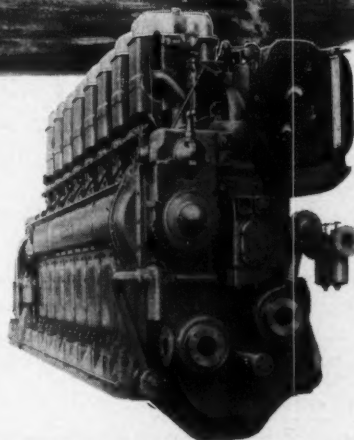
*- Not one hour lost  
through engine failure!*

Since 1946, rugged and dependable Enterprise Diesels have carried these two top tuna clippers through 37,000 hours on the job—logging an equivalent of more than 16 times around the world—without a single hour lost as a result of engine breakdown. Periodic engine servicing has required a minimum of down-time for repairs, and few replacement parts.

Enterprise Diesels are constantly turning in similar records of performance and efficiency on all types and sizes of work-boats, commercial and fishing craft. For long-run economy, specify Enterprise—the choice of marine power experts. Full information on request.

#### ENTERPRISE ENGINE & MACHINERY CO.

A Subsidiary of General Metals Corporation  
18th & Florida Streets, San Francisco 10, California  
Offices in Principal Cities



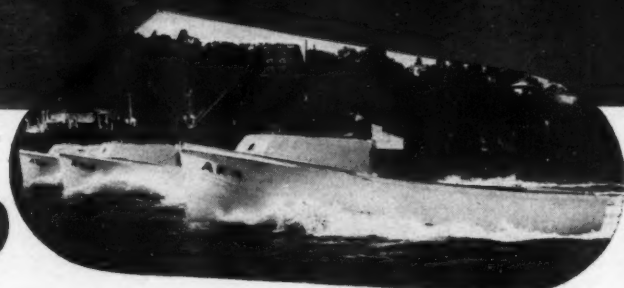
Main propulsion for the "Chicken of the Sea" is an Enterprise turbocharged Model DMQ-38, rated 1500 HP at 300 RPM, with two Enterprise 200 KVA auxiliary generator sets.

The "White Star" is powered by an Enterprise turbocharged Model DMQ-36, rated 1200 HP at 300 RPM.





## 100% NORDBERG POWERED



IN BRISTOL BAY, ten new 31 ft. gillnetters, dependably powered by 95 hp Nordberg *ARROW* Gasoline Marine Engines, serve the freezer ship *ALASKA REEFER*.

Built by the Puget Sound Boat Building Co. of Tacoma, Washington, these gillnetters are propelled with single screws through 1:88 to 1 reduction gears. In recent tests, the 95 hp *ARROW* engines gave these boats speeds up to 14 mph.

A basic part of the new "freezer ship" operation is

trouble-free performance by gillnetters. Refrigerated holds must be filled as soon as possible. That means engines must be dependable—and that's why more and more boat owners demand Nordberg Gasoline Marine Engines.

For powering one boat—or an entire fleet—choose Nordberg for the finest power afloat. *Clip the coupon for more details.*

**NORDBERG MFG. CO.**  
*Milwaukee 7, Wisconsin*

Nordberg Mfg. Co., Milwaukee 7, Wis.

Please send me literature describing the complete Nordberg Gasoline Marine Engine line, available in 80, 95, 110 and 145 HP models, with reduction gear ratios of 1:88, 2:44, 3:32 and 4:12 to 1.

Name

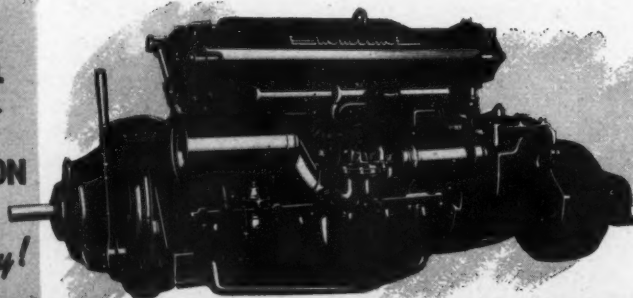
Address

City  Zone  State

G1151

MAIL  
THIS  
COUPON

*Today!*



**NORDBERG**  
DIESEL and GASOLINE ENGINES



# How Controlled Materials Plan Affects Fishermen

## Method of Obtaining Maintenance, Repair and Operation Supplies for Fishing Boats Under the Plan Described

**A**S the industrial mobilization and rearmament programs gain momentum, their effect is becoming more pronounced upon all industries in their efforts to obtain the materials vital to their daily operations. This is particularly true of the fishing industry where large amounts of maintenance, repair and operating supplies are required. These needs cannot always be anticipated.

In view of the fact that failure to obtain such materials can seriously impede production, it is to the best interest of all persons and firms in the fish industry to be fully acquainted with the various regulations concerning the production, distribution, and use of controlled and other materials.

The method of scheduling production of defense, defense-supporting, and civilian items in the light of materials supply, and of allotting the basic materials to assure completion of essential production is known as the Controlled Materials Plan (CMP). Controlled materials include steel, copper and aluminum (usually in the shapes and forms as they leave the mill or foundry).

The Government agency authorized to present controlled materials claims for an individual segment of industry is called the claimant agency, and in the case of the fisheries is the Defense Fisheries Administration. Authorization by the Defense Production Administration of amounts of controlled materials to be distributed to and by claimant agencies or industry divisions for particular programs or projects, are termed allotments. Identifying symbols accompany allotments of controlled materials when made. These cover the type of production in which the controlled materials are used, and usually consist of one letter and one digit, i.e., R-9, J-9, etc.

Preference ratings are used, when authorized, to obtain materials other than controlled materials. These ratings usually consist of a single letter and digit, preceded by the two letters, "DO," i.e., DO-R9, DO-J9.

The procedure permitting small users of controlled materials as well as other materials to use allotment symbols and preference ratings for the purchase of small quantities of these items without applying for prior approval from National Production Authority (NPA) is known as self-authorization.

### Maintenance, Repair and Operation Supplies

The method to be taken by fishing boat owners in obtaining maintenance, repair and operation supplies is contained in the National Production Authority's Order M-70. The regulation allows vessels in operation in 1950-51 a quarterly maintenance, repair and operation (MRO) rate equal to 120% of the dollar MRO costs either in the fourth quarter of 1950 or the first quarter of 1951 (at owner's option). The type of action which should be taken by the boat owner is quarterly self-certification.

This means that the boat owner can automatically use an allotment symbol and preference rating without applying for approval from the National Production Authority. The allotment symbol to be used in obtaining controlled materials is "R-9-certified under NPA Order M-70", and the preference rating for other materials is "DO-R-9-certified under NPA Order M-70". Capital investments not to exceed \$750 per project also are authorized.

The applicant for maintenance, repair and operation supplies may appeal for more materials by filing a letter of facts with the National Production Authority, Washington, D. C., and marking it Attention: M-70.

Owners of vessels not operated during the base periods (fourth quarter 1950 or first quarter 1951) should upon start of operation file a letter of facts with the National

Production Authority, Washington, D. C., such letter to be marked Attention: M-70. NPA then will issue a quota.

After the owner of a boat not operated in the base periods has been issued a quota by NPA he is authorized to use an allotment symbol for obtaining controlled materials—"R-9-certified under NPA Order M-70" and a preference rating for other materials—"DO-R-9-certified under NPA Order M-70". Capital investments not to exceed \$750 per project also are authorized. The boat owner may request more materials by filing a letter of facts with the National Production Authority, Washington, D. C., and marking it Attention: M-70.

### Procedure for Ship Supply Houses

At the time of each sale, ship supply houses obtain the allotment symbol from the boat owner seeking controlled materials. The supply house then places the symbol received from the boat owner on his purchase order to the manufacturer.

For materials other than controlled materials, ship supply houses are permitted to accumulate an inventory equal to 120% of the dollar value of the average end of the month working inventory Oct.-Dec., 1950, or a practical working inventory. The type of action which should be taken by the ship supplier is quarterly self-certification. Supply houses then can automatically place a preference rating ("DO-R-9-certified under NPA Order M-70") on their orders to manufacturers. However, stock obtained in this manner can only be sold to persons eligible to use DO-R-9.

If the operator of a ship supply house desires to appeal for more materials, he should file a letter of facts with the National Production Authority, Washington, D. C., marked Attention: M-70.

### Boat Yards, Manufacturers Also Affected

The manufacturer of "B" products, which includes products of general design—"shelf items"—such as fishing vessels and Diesel engines, is covered under CMP Regulations 1 and 3. This type of project concerns boat builders, ship repair yards, and manufacturers of fishing gear, tools and other equipment.

The action which should be taken by boat yards and manufacturers requiring quarterly not more than 5 tons carbon steel, 1,000 lbs. alloy steel, zero stainless steel, 500 lbs. copper products, and 500 lbs. aluminum, is quarterly self-certification. This automatically permits them to use an allotment symbol for controlled materials—"SU-certified under CMP Regulation 1", and preference rating for other materials—"DO-SU-certified under CMP Regulation 3".

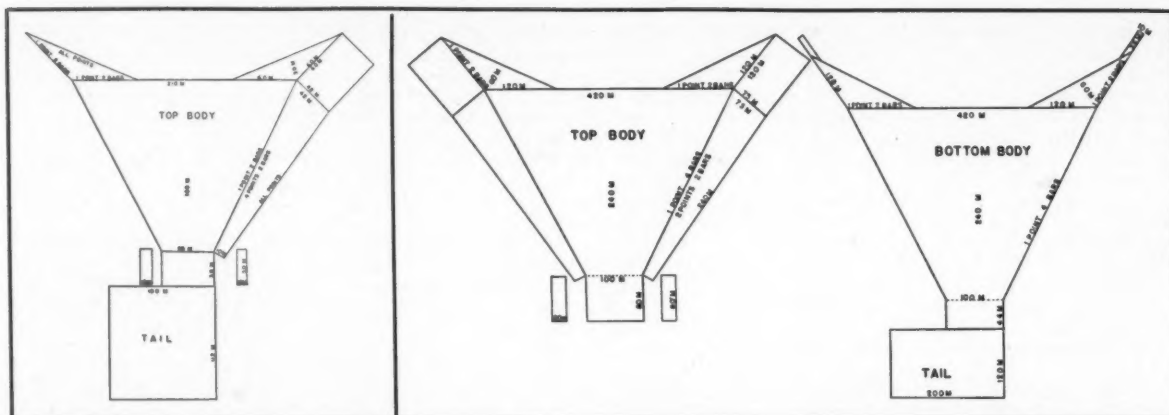
The boat yard or manufacturer is eligible to appeal for more materials by filing supplementary NPA Form CMP-4B with the nearest National Production Authority field office.

NPA Form CMP-4B should be filed quarterly by boat yards or manufacturers who need more than 5 tons but not more than 100 tons carbon steel, more than 1,000 lbs. but not more than 5 tons alloy steel, not more than 500 lbs. stainless steel, more than 500 lbs. but not more than 2 tons copper products, and more than 500 lbs. but not more than 1,000 lbs. aluminum.

After Form CMP-4B has been filed, NPA will issue the boat yard or manufacturer an allotment, allotment symbol, and preference rating. The applicant may appeal for more materials by filing supplementary NPA Form CMP-4B with the nearest National Production Authority field office.

A boat yard or manufacturer should file NPA Form  
(Continued on page 41)





Left: Figure 1, the 40' flat, no-overhang shrimp trawl. Body, wings, jibs and throat are 15-thread, 2" stretch cotton webbing. Tail is 42-thread, 1 3/4" stretch cotton webbing. Right: Figure 2, the 100' flat, 36-mesh-overhang shrimp trawl. Its body, wings, jibs and throat are 18-thread, 2 1/2" stretch cotton webbing. Tail is 42-thread, 2 1/2" stretch cotton webbing.

## Construction Details of Gulf Shrimp Nets

Three Principal Styles of Trawls, as Used on Exploratory Fishing Vessel "Oregon", Described by Harvey R. Bullis\*

WHEN the Key West, Fla. shrimp grounds were opened in early 1950, boats from the East and Gulf Coasts streamed to the new shrimp beds and, for the first time, the popular trawls from the different areas were put on a competitive basis. At the same time, grounds off the Texas and Mexican Coasts were worked by migrant boats, and finally, early in 1951, a good-sized fleet appeared on the Mississippi and Alabama coasts to fish the newly found offshore beds.

As a direct result of these movements of the shrimp fleet, newly introduced styles of trawls are being worked on a large scale for the first time in many areas. The Atlantic coast boats brought the balloon trawl, as it is known locally, into prominence in the Gulf where only flat-type trawls were regularly used before. At Key West they became favored due to a reported cleaner catch, although experimental trawling by the Fish & Wildlife Service's exploratory fishing vessel *Oregon* has not indicated that they produce more shrimp in that area than do flat trawls.

Reports from Biloxi, Miss. in February, 1951 showed a sweeping trend toward balloon trawls by the local fishermen in an area that has worked flat trawls almost exclusively in the past. At present the industry is more conscious of the design of gear than ever before, and many changes in usage of different trawl styles may be expected in the next few years.

The purpose of this article is to give detailed construction information about three principal styles of nets now in use in the Gulf. The particular nets described were used successfully by the *Oregon* in different areas of the Gulf shrimp fishery.

### Terminology

An extensive synonymy of terms exists in the different fishing regions throughout the Gulf.

The *body* or *belly* refers to the top and bottom tapered part of the trawl, extending from wing to wing and from hanging edge to the point of tail attachment.

The *wings* are the sides of the net, tapered along the top seam and straight along the bottom seam. *Wingtips* are the forward, untapered extensions of the wings.

*Jibs*, *corners*, or *bats* are triangular pieces of webbing attached along the forward edge of the body on either side

with an outer edge sewed to a wingtip. *Dog ears* are often used in place of jibs and differ from them by having all bars along the hanging edge. Sometimes *dog ears* and *jibs* are used on the same trawl.

The *mouth* refers to the forward opening between the cork and lead lines. The *throat* or *funnel* is the narrowest part of the body where it attaches to the tail. There is often an 8- to 30-mesh extension of heavier, smaller-stretch webbing in the throat which greatly reduces gilling of fish and the resulting shark and porpoise bites in this critical area. The *tail*, *bag*, or *cod end* is an untapered cylinder of heavy webbing which holds the catch while the trawl is fishing.

The knots along the edges of netting are called *points* and *bars*. A *point* is a knot with one or two legs. A *bar* is a knot with three legs.

Various types of *chafing gear* are used. The most common is unravelled manila strands or *hula skirts* tied to every other knot on a large-mesh apron under the tail. Sometimes a sheet of canvas is used in the same position. *Shark* and *porpoise covers* of heavier, large-stretch mesh completely encircle the tail. This is to protect the net from sharks and porpoises which bite at the gilled fish, and may be used for attaching the unravelled manila strands.

### Lines and Weights

The *cork line*, *float line*, or *head line* and the *lead line*, *sweep line*, *chain line*, *ground line*, *foot line*, or *bottom line* both extend from door to door. The trawl is hung on these lines, which extend beyond the wingtips and are attached to the trawl doors. These are either manila rope in the case of the smaller nets, or 5/16" manila-clad cable for larger trawls. The *floats* are either 3" corks, 3-5" rubber floats or 5" plastic floats.

*Lead line weights* are usually 5-per-pound split leads or 1/4 to 1/2" galvanized chain in the case of balloon trawls. Spacing of weights varies with different styles of trawls. Flat trawls are customarily tied close to the doors, while balloon trawls usually have from 12 to 20' of line between wingtips and doors. Rope lines are tied directly to the doors. Thimbles are spliced or clamped on manila-clad cable lines, and the trawl is shackled to the doors.

A series of 2" galvanized iron rings are tied around the front and around the end of the tail. The forward series is set back 13 meshes and holds the 1" manila *lazy line*.

\* Fishery methods and equipment specialist of the Fish & Wildlife Service, stationed at Pascagoula, Miss.

The *lazy line* is used to haul the tail on deck. It encircles the tail in a loose loop, tied with a bowline, runs forward with a few fathoms slack, and is tied to one of the doors. The rear series is set 15 meshes forward of the end of the tail and holds the  $\frac{1}{2}$ " manila *trip line* or *tie line*. The trip line is tied with a series of 3 or 4 chained slip knots.

Most shrimp trawls are cut and hung so that the lead line rides behind the float line. This is referred to as *overhang*, *setback*, *undercut*, or *cutback*. This may be accomplished either by cutting into the bottom of the body, as in the balloon trawl, by setting the entire bottom of the net back as in the 100' flat trawl, or by spacing the float-line hanging closer than the lead-line hanging. Some trawls with a deep cutback use a *tickler chain* of adequate length between the doors to drag behind the float line and scare the shrimp off the bottom in advance of the lead line.

The *trawling cable* or *warp* varies between  $\frac{1}{4}$  and  $\frac{1}{2}$ " steel cable for almost all boats shrimp-ing in the Gulf, depending on their size. The common cable length-depth ratio is 5 or 6 fathoms of line to 1 fathom of water to assure full spread of the trawl, although occasionally in deeper water the *Oregon* employs a 3 to 1 ratio.

Trawl doors or otter boards vary in size with the trawl. Doors 5 to 14' long are employed in the Gulf fishery.

### Handling Fish Netting

Netting can be stretched in two directions. Straight twine pulls at right angles to the double selvage, tightening the knots, and offers the maximum strength. When cutting sections of netting it is important to remember this and have the direction of greatest strain running parallel to the straight twine. A cross-twine strain loosens the knots and pulls the meshes out of shape.

Double selvage can be tied along any edge of netting to reinforce it; however, usage of the term by the Gulf industry always implies a cross-twine edge so that when the webbing is pulled at right angles to it the stretch is running straight twine.

"Squaring" a corner is cutting an angle of 90°. A "square" piece of webbing does not necessarily imply that all four sides are of equal length, but that all four corners are right angles forming either a square or rectangular piece of webbing. Right angles are formed by cutting into a piece of netting on all points from a selvage (edge) of all points.

Different angles of "taper" may be produced by a series of cuts. They are formed by cutting (from a cross-twine edge of all points) a series of 1 point—2 bars, 1 point—4 bars, or 2 points—1 bar, etc., cuts along the edge to be tapered. These cuts may be made two different ways and it is easy for the beginner to make a serious error here. Body and wing tapers are formed by cutting points out or away from the piece of netting being shaped. Jib tapers are formed by cutting into the piece at the points.

All seams are sewn with a four-corner-mesh stitch. The 1 point—1, —2, —4, and —6 bar tapers are most commonly used because of the facility with which such seams may be sewn together or to a straight edge. All stitches produce four-cornered meshes.

### The No-Overhang Flat Trawl

The no-overhang flat trawl has had its greatest usage off the Alabama, Mississippi and Louisiana coast. The *Oregon* has used a 40' no-overhang flat trawl as an exploratory try-net with very good results. It has fished well from shallow water to depths of 500 fathoms when used with weighted doors.

This net is of the simplest design now in use (see Figure 1). The top and bottom are 210 meshes wide, cut on a 1 point—2 bar taper. There is no setback to the bottom. The wingtips are cut square, 60 meshes long and

42 meshes deep. The wings are tapered on the top with 4 point—2 bar cut. The bottom of the wing is straight points. The jibs are all the same, all points along the cork and lead lines with 60 meshes cut on a 1 point—2 bar taper along the jib-body and jib-wingtip.

Many fishermen prefer to add an extra 8 to 30 meshes of smaller, heavier webbing in the throat, square with the ends of the body and wings. This extension strengthens and lengthens the throat and reduces gilling in this area.

The tail is 112 meshes long and 100 meshes in circumference. Since the back end of the body is 120 meshes in circumference, it is necessary to "catch" every fifth mesh when attaching the tail to the body. The body, wings, and jibs are made of 15-thread, 2" stretch mesh. The tail is made of 42-thread,  $1\frac{1}{4}$ " stretch mesh.

Both lead and cork lines are  $\frac{1}{2}$ " or  $5/16$ " manila rope. Often  $7/16$ " net cable or 6 x 4 manila-clad cable are used,



The 54' shrimp boat "Catherine Pitolo", owned by Alex M. Pitolo of Biloxi, Miss. and operated by Capt. Peter Pitolo.

especially for larger models. Hangings on both lines are made every  $4\frac{1}{2}$ ", catching 3 meshes. On the cork line catch an additional mesh every fifth hanging (4 meshes every fifth hanging). The cork line is hung approximately 4" from line to the double selvage. Hangings are approximately 6" from lead line to the net. Three-inch corks are spaced every tenth hanging all the way across the float line. Leads (5 per pound) are spaced one every three hangings on the jibs and one every five hangings on the body. For depths over 15 fathoms, leads are spaced and attached one for each hanging on the jibs and one for every three hangings on the body.

Lazy-line rings are attached 13 meshes back on the tail. Every 13 meshes, 5 meshes are caught and tied individually to a ring. The trip-line rings are attached 15 meshes forward of the end of the tail. Every 5 meshes 5 meshes are caught and tied individually to a ring. For the lazy line 18 fathoms of 1" diameter manila rope is used. One-half inch diameter manila rope is used for the trip line. It is tied with 3 or 4 chained slipknots.

Spliced or clamped eyes on the float and lead lines are optional. Usually the lines are just tied to the doors if they are rope, or attached with shackles if manila-clad cable is used.

This net is used with 5' trawl doors. The cork line is tied snug to the door while the lead line has 8 to 10' of slack between net and doors.

### The Overhang Flat Trawl

The hundred foot overhang flat trawl has been used widely along the Texas and Louisiana coasts and is often referred to as the "Texas" rig. It differs from the 40' flat type in that the bottom of the body and the bottom

(Continued on page 27)

# Oyster Brood Stock Should Get More Attention

Thurlow C. Nelson\* Favors Spawning Sanctuaries in Which Vigorous Parent Oysters Could Be Planted, with Greater Predator Control

THE number one problem of the oyster growers of the New England and Middle Atlantic States is the production of seed oysters. In the South Atlantic and Gulf States the problem is the culture of high quality oysters and their protection from enemies.

Fortunately for those in the oyster business, Nature has furnished a means of natural selection on our seed beds. Slow growing soft clams and quahaugs can move, hence have an opportunity to live to maturity and thus add their slow growing offspring to the general population. With the oyster, however, unable to move once it has attached, slow growers are eliminated wherever the set is heavy enough to produce crowding. The occasional heavy sets which occur in most oyster producing areas may thus be a real factor in maintaining vigor and growth at a high level.

By actual count one surf clam shell found on the Cape May flats this year had 674 spat per square inch. Shells which set at this same location on the Cape May flats a year ago showed three oysters occupying a space of 3.75 square inches or  $1\frac{1}{4}$  square inches per oyster after one year of growth. All three of these oysters stand almost vertically, hence each occupies a minimum of space.

The three surviving oysters had thin shells, deeply cupped, and relatively large meats. By late October, these were expected to be still larger and much fatter.

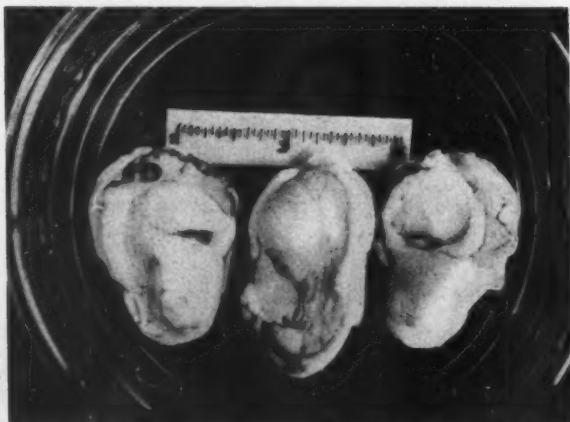
In order to secure its position on the heavily set shell, each of three survivors would have to eliminate 841 of its fellows by crowding them out. In general, therefore, the fastest grower out of each 842 spat would survive.

These figures compare closely with those obtained some 10 years ago with heavy sets on the shells of the horse foot "crab", *Limulus*. Here we obtained 632 spat per square inch, with each survivor occupying one square inch a year later.

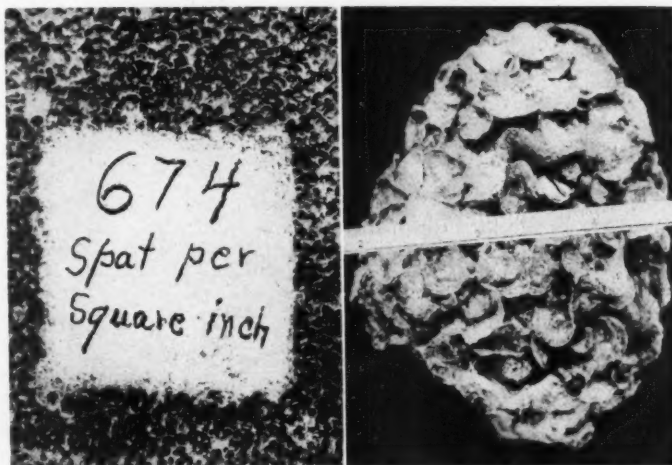
## Control of Predators

The oyster grower is in business to grow oyster meat, not shell, but in order to protect his crop against the inroads of enemies he has been forced to use oyster seed with fairly thick shells. On beds badly infested with oyster drills most of his fastest growing thin-shelled oysters

\* Dr. Nelson is a Professor of Zoology at Rutgers University, New Brunswick, N. J., and a biologist with the New Jersey State Division of Shellfisheries.



Meats from oysters 13 months old from day of set. Scale shows inches.



Left: Sea clam shell after four days of setting. Clear space represents one square inch, from which 674 oyster spat were removed. Not more than one of these could reach age of a year. Right: Surface of sea clam shell five weeks after heavy oyster setting. Elimination of the slow growers already has started.

may be destroyed, leaving only the thicker-shelled slow growing oysters to produce the spawn from which his next crop of seed oysters will come.

Have we not finally reached the time when some attention should be given to the parents of our oysters and of our clams? What land farmer does not use the best stocks of cattle, poultry and seed that he can obtain? How long would he stay in business if he took only what nature gave him and made no attempt at selection? Except for starfish, what predators are we seriously attempting to control? With possibly three exceptions the oyster growers are taking what the drills or borers leave behind. As one grower put it: "I plant one load of seed for myself, and one for the drills!"

There is little any one oyster grower can do to improve the quality of his brood stock, for the offspring of his oysters may set miles from where they were produced. Action at the State level, however, might accomplish much; hence it is high time we got going on Statewide, and in the Chesapeake, interstate, programs. Millions of dollars are spent every year for planting shells, and year after year passes in which the value of the seed collected barely pays for the shells, to say nothing of the cost of planting and of dredging them up again.

## Oyster Spawning Sanctuaries

In some areas, certainly, the answer is not more shells but some vigorous parent oysters planted in the right place and left there to form a spawning sanctuary. Spawning sanctuaries have proved their worth on the great natural oyster beds of Delaware Bay, New Jersey, which began a marked decline after removal of large spawners from the "Ledge" about 1933.

Our laboratory has the shell of an oyster more than nine inches across which was taken from the natural oyster beds of Delaware Bay. It might have brought 3c in the market. Up there on the bed where it grew to this giant size it was easily worth \$3.00 or more, as it threw out year after year its many hundred million or more eggs, each with the vigorous traits of its parent.

The best oysters for a sanctuary are the largest and most vigorous oysters growing naturally in each area.

(Continued on page 34)



## Maine Sardine Ceiling Prices Raised

The Office of Price Stabilization has issued a regulation permitting Maine sardine canners to increase ceiling prices for their 1951 pack approximately 15%.

OPS emphasized in its statement of consideration "that the prices herein shall apply only to the 1951 pack, due to the abnormal factors" obtaining in the catching and processing this year's pack. "It is expected that these prices will be revised according to the pack and circumstances existing in 1952."

The new ceilings range from \$10.50 a 100-can case for standard size cans without keys to \$12 for standard size cans wrapped with keys. It is estimated the new ceilings will increase prices at retail up to two cents a can. However, the increased prices permitted under the new regulation will still be below the 1947-48 top prices.

The ceiling price boost came at the request of industry representatives who pointed to an unusually small pack in 1951 and increased costs. This year's pack is not expected to exceed 1,000,000 cases. This would compare with an average pack of more than 3,000,000 cases annually during the last ten years.

### Quahog Seed Planting Proves Successful

Brunswick's policy of moving quahog seed to barren areas and then prohibiting digging until the shellfish have grown to marketable size, is paying dividends.

Diggers harvested a crop of more than 800 bushels of quahogs on Oct. 1, when a section was opened near Simpson's Point in Middle Bay. On Oct. 2 the returns were still good, with some 600 bushels taken from the area. At \$4.50 a bushel for the medium size quahogs, this small reservation already has provided approximately \$6,000 in cash for the diggers.

Dana Wallace and Robert Dow, who have handled all of the planning by the Sea & Shore Fisheries Department, expected to start a new seeding program October 8. Quahogs from the Bunganuc bed are to be planted in the closed area bordering the Freeport-Brunswick line.

At a recent meeting with a committee representing the diggers, it was agreed that diggers will be paid \$1.25 per bushel for seed quahogs from the Bunganuc seed bed, using their own boats.

A similar operation was planned later in October for the Middle Bay area, with quahogs taken from the high flats and bar on the eastern end of Crow Island to be transplanted into the area east of Simpson's Point.

### Scalloping Being Revived at Rockland

Two Rockland draggers, the *Flo*, Capt. Walter Ross, and the *Althea Joyce*, Capt. Donald Joyce, were outfitting the latter part of October for scalloping operations in Penobscot Bay. Both craft have been redfishing for several years, and will carry the same crews as usual.

The last scalloper to sail from Rockland was the *Muskegon*, Capt. Arthur Bain. The rapid growth of the redfishing trade in the port turned all but that vessel to the then more lucrative following. Since Bain's retirement two years ago, the scalloping trade has been limited to small boats working the bay in the Winter.

The scallop trade once flourished locally, with the late Rodney Feyler, in the early '30s, being known as the Scallop King of the coast. Gradually the trade went to New Bedford, which is nearer the banks.

### Sixteen-Pound Redfish Landed

What is believed to be the largest redfish ever landed at Rockland was a 16-pound, 33" long specimen brought in last month by the *Billow* and landed at General Seafoods. Veteran fishermen said they had never seen anything like it.

### Make Lobster Tagging Trip

Fred Baird and Don Harriman, biologists at the McKown Point station of the Fish & Wildlife Service and the Maine Department of Sea and Shore Fisheries, made

a week's trip on the Department's vessel *Explorer* early last month to tag lobsters along the coast and in the vicinity of Monhegan Island.

### "St. George" Rockland Highliner

Fish landings at Rockland for the month of September totaled 5,102,700 lbs., exclusive of landings at F. J. O'Hara & Sons. Of the total, 2,388,100 were herring, landed at the three sardine packing plants.

The first five high boats were the *St. George*, which landed 371,800 lbs.; *Billow*, with 328,100 lbs.; *Katherine & Mary*, 200,500; *Breeze*, 175,300, and *Breaker*, with 171,000 lbs.

The *Flo* was sixth with 158,500; the *Aloha*, with 138,000 was seventh; the *Flow* had the eighth spot at 131,500.

### Sample Overhauls Two Draggers

The dragger *Evzone* owned by Mid-Central Fish Co. of Portland recently had a complete overhaul, including painting and engine work at the Sample Shipyard in Boothbay Harbor. The yard is now doing a paint job on the dragger *Vandal*, owned by Harris Co. of Portland.

### Marine Service to Recondition Propellers

Propeller reconditioning machinery is being installed by Marine Service, Inc. of Boothbay Harbor, which is also increasing its stock of Columbian propellers to a complete line. Fred Lowell of Damariscotta has taken charge of the Company's machine shop and will have facilities for repairing starters, generators and other electrical gear.

### Overhauled at South Portland

Story Marine Railway, South Portland, has painted and sheathed the Harris Co. dragger *Alice M. Doughty II*, and has painted and overhauled the *Silver Bay*, skippered by Capt. William Olsen of Cape Elizabeth. The dragger *Voyager* of Hampton, Va., owned by Capt. Frank Topping, recently was painted and had a new Columbian wheel installed.

The *Ethelena*, Capt. Louis Thompson, and the *Elinor* and *Jean*, Capt. Otis Thompson, received Fall painting and sheathing work at Story's. The sardine carriers *Chester A.*, owned by the Brawn Company, Portland; and the *Marietta*, owned by Quality House Seafoods of South Portland, received repairs on their hulls which were damaged when the vessels recently went aground.



The ill-fated 97' Rockland, Me. dragger "Wind" which suddenly caught fire and sank off Halifax, N. S. late last month. Capt. James Farrell of Owl's Head and his crew of five were rescued by the Portland dragger "Theresa R." It was a tragic end for the vessel, which was on her first trip after being thoroughly overhauled at Bristol Yacht Building Co., and repowered with a 400 hp. Caterpillar Diesel from Perkins-Milton Co. The "Wind" was owned by Capt. Joshua W. Murphy of New Bedford, and this last picture of her was taken on a trial run off South Bristol following reconditioning.



Some of the vessels in the menhaden fleet of F. B. Walker & Sons Co., Pascagoula, Miss. From left to right: the 75' "Black Duck", the "Blue Wing", "Tortuga" and "Trade Wind", all of which are 90' long, the 85' "Widgeon", and the 100' "Black Gold" and 100' "White Gold".

## Pascagoula, Miss. Shipyard Operates Fleet of Steel Menhaden Boats

F. B. Walker and Sons Co. of Pascagoula, Miss. builds boats and operates them, too. Within the last few years the firm has completed several all-steel vessels for its menhaden fishing fleet, which plies Gulf Coast and South Atlantic waters under charter.

Among the latest additions to the Walker menhaden fleet are the *Black Gold* and the *White Gold*. The *White Gold* bases at Empire, La., while the *Black Gold* fishes out of her home port of Pascagoula.

The craft are 100' in overall length with 21' beam and 9' draft, and share the distinction of being the largest steel menhaden fishermen in southern waters. Hold depth is 7', and gross tonnage is about 140.

The *Black Gold* and the *White Gold* offer all possible concessions to comfort but very few to luxury. Two of the Walker brothers, John and Bernard, collaborated in the design, which features sharp, clear lines, an excellent distribution of weight, good maneuverability, freedom from vibration and an easy cruising speed of 12 knots.

The cabin is forward, with the pilothouse, owner's quarters and a private shower topside. On the main deck is the captain's dining room, crew mess and galley. Aft of the galley is the engine room, and above it the low superstructure. Belowdecks are crew's quarters with sleeping berths for 16.

Both boats are powered with Fairbanks-Morse marine Diesels, each a 375 hp. Model 31-A-8½ engine turning at 540 rpm. and driving, through a 2:1 reduction gear, a three-blade ovoid-type propeller of 52" diameter and 32" pitch.

Other equipment which is aboard these vessels, as well as on the other steel menhaden boats recently completed by the yard, includes automatic starting, gasoline-powered Kohler electric plants.

Some of the other menhaden vessels in the Walker fleet besides the *Black Gold* and *White Gold* include the 75' *Black Duck*, which has a 165 hp. General Motors Diesel, and the 85' *Widgeon*, powered with a 230 hp. General Motors Diesel.

There also are three 90' craft, the *Blue Wing*, which is powered by a 230 hp. General Motors Diesel, the *Tortuga*, with two 165 hp. General Motors Diesels, and the *Trade Wind*, which has two 170 hp. Meco Diesels.

The F. B. Walker & Sons shipyard was founded in 1925. Since Mr. Walker's death (in 1940), it has been headed up by his sons—John F., Bernard B., and James K. Walker.

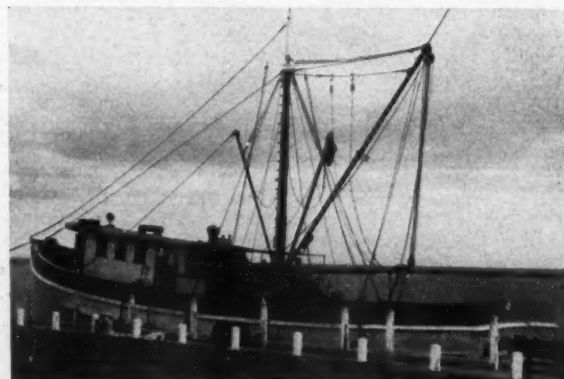
## New Texas Shrimper "Brazos" Equipped to Freeze Catches

Shrimp brought to port by the new 72' x 21' x 10' wooden-hulled shrimp trawler *Brazos* of Corpus Christi, Texas, are ready for the market when the ship docks. Owned by Albert Schmid, Dr. Charles A. Mella and Dr. W. C. Triplett of Corpus Christi, the vessel is equipped to freeze her shrimp catches at sea. She was built by Brander Shipyards of Biloxi, Miss., and is operated by Capt. S. S. Stanton and a crew of 5.

The shrimper is powered with twin 165 hp. General Motors Diesels which swing 44 x 40 Columbian propellers through 4:1 Twin Disc reduction gears. Average cruising speed is 10 knots, and the vessel's cruising range has been conservatively estimated at 8,000 miles.

The shrimper has Metal Marine automatic pilot, Bendix depth recorder, a radio direction finder and a radiotelephone. The modern galley has Diesel-oil-burning stove and hot and cold running water.

The shrimper's refrigeration equipment was designed and installed by Morgan Engineering Co., Corpus Christi. The refrigeration system is operated by two 15 hp. Petter



SHRIMP READY FOR CONSUMER are landed by the 72' x 21' x 10' trawler "Brazos", owned by Albert Schmid, Dr. Charles A. Mella and Dr. W. C. Triplett of Corpus Christi, Texas. The craft has refrigeration equipment which permits her to freeze catches at sea. Her twin screw power is furnished by 165 hp. General Motors Diesels with 44 x 40 Columbian propellers which turn through 4:1 Twin Disc reduction gears.



## Long Island Shellfish Grounds Reopened

Islip Cove, a highly productive area which has been closed to shellfishing the year-round, now will be open from November 1 through April 30. A shellfisherman can work anywhere south of a line from the Pavilion dome at Brightwaters to the foot of Saxon Ave. in Islip and a line from the foot of Saxon Ave. to the flag pole on Dick's Estate. During the warm months the line will be shifted back to the old boundaries, from the mouth of Lawrence Creek to Bayberry Point.

While the uncertified area remains the same in Moriches Bay (Brookhaven Town) the opening date has been advanced from November 15 to November 1 and the Bay will remain open until May 1.

That portion of Moriches Bay lying in the Town of Southampton also will be open on November 1. One change in the regulation is noted. Instead of reading "within one-quarter mile radius of Speonk Point," it now reads: "That area of Speonk Cove northwest of a line extending from Speonk Point to the Summer cottage near shore on the property of the Cedar Beach Hotel at the foot of Jagger Lane at Tanner Neck."

Much of Huntington Harbor has been certified and will be opened to the free diggers from November 1 to May 1. Formerly these areas in Huntington were opened only as transplanting projects.

### Clams, Cod and Eels

Two Texas shrimpers will be brought to Fire Island by General Seafoods to supplement the present skimmer clam fleet.

Long Island cod fishermen anticipate a good season. Eel traps are in all along the south shore, with operators optimistic. The Fire Island traps were damaged considerably during the storm of October 7.

### Oyster Shuckers Seek Wage Increase

The United Sea Food Workers Union is negotiating with half a dozen firms that pack oysters at Greenport, L. I., to secure a pay hike for oyster shuckers. Where members last year made an average of \$70 to \$80 a week, they must get an increase to 96¢ a gallon to equal last year's scale. Then they must get another 11¢ an hour to equal the top permitted under the Wage Stabilization Board's formula, and that is what the union is asking.

Although the oysters are small this year, the quality is just as good, and the price is reported to be up nearly 20 per cent.

### Mikkelsen Heads Marine Trades Association

George K. Mikkelsen, Manhasset, N. Y., vice-president and general manager of the Oluf Mikkelsen Co., New York City, has been elected president of the New York Marine Trades Association, succeeding William T. Higgs, president of Higgs Marine Service, Inc., Bronx, N. Y.

Also elected to office, with one-year terms starting immediately, were: Darius W. Sylvester, Rockville Center, N. Y., executive vice-president; Harry Morris, Jr., New York City, treasurer; and Harris C. Parsons, Great Neck, N. Y., financial and recording secretary.

Diesels, turning two Worthington compressors, each of which will maintain the temperature in an emergency.

After the shrimp are brought aboard, they are sorted, headed, put into a refrigerated brine tank divided into three compartments, washed, packed in five-pound cartons, and then placed in the freezer at between 25 to 30 degrees below zero. When frozen they are stored at a slightly higher temperature.

Four hundred pounds of shrimp can be frozen in an hour in open two-piece boxes, or 1,025 lbs. every three hours in one-piece boxes. The storage compartment will hold between 40 to 50 thousand lbs. of shrimp, depending upon the size or type of box.



Herbert Schoenberg's 55' "Black Whale" of Beach Haven, N. J., which is powered by a D13000, 120 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear and 42 x 32 Columbian propeller. Other equipment includes Ederer nets, Stroudsburg hoist, Danforth anchor, Roebing wire rope and Bendix depth sounder. The vessel is painted with International paint, and RPM lubricating oil and Fittler cordage are used.

## New Jersey Tuna Search Carried Out by "Atlantic Explorer"

The Fish & Wildlife Service's research vessel *Atlantic Explorer* performed explorations for little tuna off the New Jersey Coast from Sandy Hook southward to Barnegat Entrance at distances from shore to 50 miles offshore from September 21 to October 10. Winds from various directions ranging in force from gentle to near gale proportions persisted on all but two days of the *Atlantic Explorer's* cruise, and no surface schools of little tuna were seen.

However, one body of fish was located by trolling about 25 miles offshore on a course of 110 degrees magnetic from Manasquan Inlet. The trolling catches indicated tuna to be very widely scattered and no surface signs were seen.

Prior to the vessel's arrival September 21, little tuna had been present in schools near the beach and the pound nets on several occasions had made substantial catches.

### Bad Weather Curtails Production

According to an October 12 report from the Fish & Wildlife Service's fishery marketing specialist in the New Jersey area, early September showed a healthy increase in fisheries production, but as the month progressed, strong northeast winds sharply curtailed operations. Delaware fishermen related that this was the first season in several years that fishing operations were continued throughout the Summer months with reasonable success. Catches consisted mainly of fluke (flounder), gray sea trout (weakfish) and a few bluefish. Southern Delaware haul seiners produced fair catches of mullet.

Carp production increased during the last weeks in September and heavy production was reported in the Delaware Bay and River waters. The sudden demand for carp was caused by the flooding of carp ponds throughout the Midwest, and is likely to continue so long as that situation prevails. New Jersey carp fishermen struck a small bonanza with Midwestern buyers paying prices averaging about 15¢ per lb.

Delaware Bay crabbers have had a good season with a plentiful supply of good-sized crabs.

### "Katy Sharp" Repowered

The 69' oyster dredger *Katy Sharp*, owned by Dr. Charles Sharp of Port Norris, has been repowered by Delaware Bay Shipbuilding Co., Leesburg. Her new engine is a 135 hp. Murphy Diesel with Twin Disc 3:1 reduction gear. Capt. Kenneth Sharp skips the vessel.



## Florida to Develop Oyster Bars in Pensacola Bay

Conservation Supervisor George Vathis said recently that development of oyster bars in Pensacola Bay is planned in the future. He said his workers would collect small oysters from "coon bars" and transplant them to areas where they will have a chance to grow to commercial size. The State also will develop the oyster bottoms at the mouth of the Crystal River.

"Coons bars" are those which are above water at low tide. Oysters on them are stunted in growth because of being out of water most of the time.

State work at Apalachicola Bay, the largest producing area in the State, is continuing, but Vathis said he hoped private enterprise would take over part of this oyster cultivation project.

### New Shrimp Trawler Launched

The 65' *Cinderella*, especially designed for long-distance shrimping, was launched on October 9 at L. H. Nix Boatyard, for John Fazio of St. Augustine, and his two sons, Tommy and Sammy. She will carry from 28 to 30 tons of ice and 2,600 gallons of fuel.

### Fishing Boat Explodes and Sinks

A 28-ft. mullet fishing boat owned by F. D. Thornton of East Naples, went to the bottom of the Gulf of Mexico last month at a point 1,000 yards off Gordon Pass, as the result of an explosion.

At the time of the blast, those aboard, besides Thornton, were his son Frank, and Bruce Thompson. The three escaped in a skiff.

### Seek to Deepen Estero Pass

Ft. Myers Beach shrimp packers and trawler owners organized the Ft. Myers Beach Shrimp Producers Assoc. recently and immediately planned to seek deepening of Estero Pass at the northern end of the beach.

George G. Dodge was elected president of the Association. Arthur H. Snodgrass is vice-president, and Dr. A. J. Townley secretary-treasurer.

### Operates Oyster Farm in Papys Bayou

John W. Kirtsinger, who operates Pinellas County's only privately owned oyster bed in waters of Papys Bayou, has been in business at the same location for 17 years. Kirtsinger's grounds cover approximately 20 acres in bayou waters near Weedon Island.

The oysterman reported recently that the oysters he is harvesting now are the best he has had in seven or eight years, and he predicted that this season may well be the best in his 17 years. He planned to hire five shuckers and five gatherers after November 1.

### Shrimp Trawler Lost

Capt. Leon Grinnel and three crew members returned to Ft. Myers on October 2 to report the sinking of the shrimp trawler *Virginia May* during a tropical disturbance that swept in from the Gulf of Mexico. The vessel, owned by Steve Lipka of Ft. Myers Beach, was abandoned about 170 miles west of Ft. Myers. Grinnel said his crew was brought to Ft. Myers aboard the *Blue Belle*, another trawler.

### Correction

In a recent issue it was incorrectly stated that Diesel Marine Engineers of Jacksonville, is a dealer for Twin Disc gears and maintains parts and service for this line. According to Twin Disc Clutch Co., the only authorized part station and distributor which covers the distribution of Twin Disc units as well as Twin Disc parts in the State of Florida, is Burgman Supply Co., 49 Broad St. Viaduct, Jacksonville 2, Fla.



A MOTHER SHIP FOR SHRIMPERS is being made from the 104' Fernandina, Fla. pokey boat "Swallow". Capt. Frank Durant of Valona, Ga., and Tony Ramos of St. Augustine, Fla., who have organized the Peninsula Seafood Transport Co. to operate the ship, will use her to service eight shrimpers which they operate in the Campeche area. The hold of the pokey boat will be mechanically refrigerated. The vessel, which has a speed of 14 knots, will base at Fort Myers.

## Cape Cod Shellfishermen Report Good Scalloping at Chatham

Prospects for scalloping in the town of Chatham seemed especially good following the opening of the season on October 1. All commercial scallopers were reported to have reached their legal limit early in the day and one handler said business on the first day was 20% above that of the first day last year.

Reports of scalloping at Harwich on October 1st varied as the season began. Some fishermen brought in legal-limit catches by noon indicating to dealers that scallops were readily available in at least some spots.

In Wareham for the first time in many years, the scallop season opened without the Selectmen having issued a single permit to commercial fishermen. Fishermen felt there was a great scarcity of scallops, although there has been a heavy set of seed scallops.

Bertram Wright, shellfish officer of Bourne, reported that scallops are scarce in that area this year. Fishermen are scalloping at Patuisset and Cataumet Harbors. Because there is a lot of scallop seed at Phinney's Harbor and Mashnee Island Dike, the Selectmen closed these areas.

Reports from Wellfleet indicate a small bay scallop season this year, an unusual occurrence for this town.

### Fishing Allowed in Southeast Part Army Range

Provincetown fishermen were notified on October 27 that anti-aircraft guns at the South Wellfleet range will fire in such a manner as to allow them to fish in the southeast corner of the extended practice area, which several were ordered to leave recently. This part of the southeastern corner of the proposed extension includes the area of 40 to 45 fathoms, in which fishermen usually have good results.

Capt. Manuel Dutra, agent for local fishermen, said he was informed by Col. Alvin T. Bowers, operations officer at Camp Edwards, that anti-aircraft guns will fire northward of a line southeast from Nauset Light, which would give fishermen more area in which to drag.

Capt. Dutra said the proposed line would be "considerable distance north" of the extreme southern boundary of the range as proposed originally.

### Dragger Badly Damaged

Damage was said to exceed \$6,000 to the Provincetown fishing dragger *Cap'n Bill*, Capt. Edgar Francis, Jr., which went aground October 20 about one mile west of Race Point Coast Guard Station. The vessel drifted over the outer bar, which extends some distance offshore, and grounded on the sandy inner bar, some 50 feet from shore.

## New Bedford Shellfishermen Find Bay Scallops Scarce

Although hundreds of fishermen were on hand as the New Bedford scallop season opened at sunrise on October 1, relatively few succeeded in reaching the limit of 5 bushels allowed on a commercial license, and even the successful ones said the fishing was less rewarding than in other years.

Manuel Mello and Joseph Fontes, both veterans of many an opening day, said it took them much longer than usual to reach the limit. They predicted Clarks Cove, only area open to New Bedford fishermen, would be entirely fished out within two or three days.

At least 50 boats dotted the water off Pope Beach in Fairhaven, but not a single fisherman reported reaching the limit up to 10:30 on the opening day.

### Gets Good Returns on Trip of Fish

The 90-ft. dragger *Pauline H.*, owned and skippered by Capt. Leif Jacobsen of Fairhaven, landed 103,500 lbs. of fish that grossed him \$11,560 on October 22. Last April this dragger set a record when she brought in a catch of 117,200 lbs. that sold for \$8,500.

### Draggers Change Hands

The 91' dragger *Gloucester*, recently purchased by Capt. Mike Smith of New Bedford, has been renamed the *New Bedford*, and will be commanded by Capt. Harry Higstall. She is being rebuilt from stern to stern at the Hathaway Machinery Co. in Fairhaven, and is being converted to scalloping.

The vessel was built in Kennebunkport, Me. ten years ago, and has a net tonnage of 58. She has a new steel trunk and new pilot house, and is powered with a 200 hp. Atlas engine. The vessel also is equipped with Loran, and has a Submarine Signal Fathometer.

The 60' dragger *Irene and Mabel* was sold recently to Ernest J. Flood.

### Radiotelephones Installed

Recent installations of Apelco radiotelephones have been made by Whitehead Marine Radio of New Bedford on the *Joan & Tom* of Provincetown, owned by Manuel Thomas; *Liberty I*, owned by John M. Pinto of Plymouth; *Two Brothers*, owned by Maurice Clattenburg of New Bedford; *Barracuda*, owned by John Vieira of New Bedford; *Kelbarsam*, Isador Schultz, New Bedford; *Ursula Norton*, owned by Ike Norton and Bernard Rasmussen; and *Pearl Harbor*, owned by Mrs. Bertha Salvador and John Bendicksen.

### Gets New Auxiliary

A new Lister auxiliary has been installed on the *Elva and Estelle* by Hathaway Machinery Co. of Fairhaven. The vessel, owned by Douglas Malone of New Bedford, is powered by a 120 hp. Cooper-Bessemer engine.

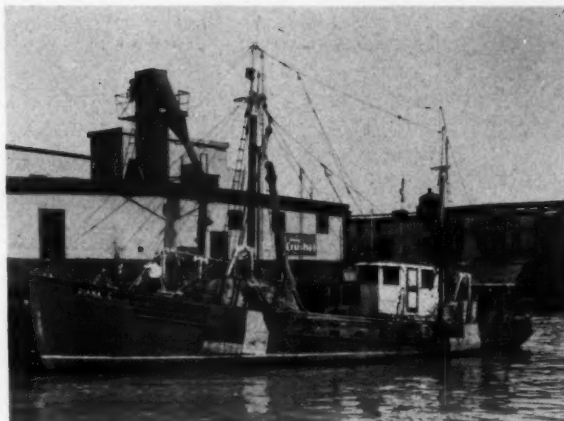
### Indicted in Scallop Monopoly Attempt

A Federal Grand Jury indicted three New Bedford companies and three individuals on October 26 for attempting to monopolize the scallop industry in the country in violation of the Sherman Anti-Trust Act. The indictments accused the firms and individuals with conspiring to restrain the production and sale of scallops by limiting boat sailings from New Bedford.

Gerald J. McCarthy, head of the Justice Department's Boston Anti-Trust Division, said that 80 percent of all scallops produced in the United States come into the country through New Bedford, and that the firms indicted handle 75 percent of the total.

### New Engine for "Anna C. Perry"

The dragger *Anna C. Perry*, operating from New Bedford and owned by Mrs. Catherine T. Flanagan of Nantucket, is being repowered with a Model WM-1197, 6 cylinder Wolverine Diesel, rated 160-200 hp. at 1400-1600 rpm.



The 71' "Diana C.", owned by Domenic Catanzaro of Boston, Mass., and powered with a Turbo charged, Model MA205 Murphy Diesel, rated 205 hp. continuous at 1400 rpm. The engine is fitted with Snow-Nabstedt 4:1 reduction gear and swings 56 x 42 Federal propeller.

## Massachusetts and Canada to Increase Legal Lobster Size

Canadian fisheries officials agreed October 18 to join Massachusetts in increasing the minimum lobster size. This was disclosed by Francis W. Sargent, Massachusetts Director of Marine Fisheries, who attended the meeting.

Robert Dow, Maine Commissioner of Sea and Shore Fisheries, also attended the session. He explained that Maine fishery officers hoped to get a similar regulation passed in that State.

The new Massachusetts law will vitally affect all three areas since it regulates the size of lobsters that may be taken by Massachusetts lobstermen and also all live lobsters imported into the State. Fifteen million lbs. of lobsters are imported into Massachusetts annually from Canada.

The new Massachusetts legislation will, on December 1, increase the legal lobster size to 3 3/16" carapace measure, and to a full 3 1/4" on December 1, 1952.

### "Western Explorer" Makes Final Trip of Year

The seventh and final trip of the 1951 season by the tuna seiner *Western Explorer* was concluded on October 4 when the vessel docked at Lockwood Basin, East Boston, site of the Fish & Wildlife Service's laboratory.

Since the start of actual fishing operations on June 23, the *Western Explorer* has made twelve sets and succeeded in capturing 90 tons of tuna. The fish were in the medium size range averaging 25 lbs. in weight.

It is expected that exploratory fishing operations for bluefin tuna will be continued next Summer with further exploration of New England waters employing long lines and gill nets as the principal fishing equipment.

### Makes Fast Trip

The Boston trawler *Flying Cloud* made a fast trip recently, hauling for 122,000 lbs. of groundfish after a five-day voyage.

### Atlantic Equipment Distributing Petter Diesels

Atlantic Equipment Co., Inc., 58 McDonald St., Readville 37, Mass., has been made New England distributor of Petter Diesels, and a full stock of parts is being carried. The Company is in the process of appointing dealers throughout New England, and Carreiro & Lagesse of New Bedford now has a Petter unit on display.

The Petter line ranges from 1 1/2 to 40 hp., 1 to 4 cylinders, in air cooled and water cooled models for auxiliary and propulsion use. Atlantic Equipment has sold an AV2M Petter propulsion Diesel to Arthur Hanson, and an AV2 Petter generating set to J. Harold Booth, both of Boston.





Shrimp trawler "Seminole" owned by H. L. Middleton, Atkinson, Ga. She is powered by a 120 hp. Caterpillar D13000 Diesel.

## Georgia Shrimpers Make Big Hauls in Savannah Waters

According to L. J. Andrews, State Fish and Game Supervisor, the number of shrimp in Savannah waters has taken a sharp upswing. He said there had been more shrimp during the first half of October than for any like period during the past ten years. Prawn boats were reported taking a full catch without having to pick their spots too carefully.

Brunswick shrimp fishermen anticipated their best fishing of the year following the 10-day-long northeast the first half of October. Although the shrimpers say it is too early to compare this year's production with that of the past, there is a general optimism.

Only a few boats of the approximately 200 that were in Brunswick harbor the middle of October were venturing outside, and the resultant reduction in volume of catches boosted prices temporarily. Several boats were damaged while fishing in the high swells.

Most of the boats are Georgia-owned and manned, fishing in home waters while the season is on. However, a few Florida craft are also at Brunswick.

Average prices have been satisfactory to most Brunswick fishermen, who have been getting about 39 to 42¢ a pound for headed jumbo shrimp that run 25 to 30 count. Packers, who must process and ice the shrimp, are shipping at from 48 to 50¢. Smaller shrimp, 50 to 55 count per pound, are bringing the fishermen 25¢ a pound, and the packer 30 to 32¢.

Many Brunswick boats, up to the time of the northeaster, were getting about three to four 100-pound boxes a day and fishing six or seven days a week. Larger boats were obtaining five to six boxes a day.

### Trawler "Fairhope" Lost

The 43' trawler *Fairhope*, owned by Mrs. M. F. Hagan of Ridgeville, was wrecked in the breakers off the south end of Ossabaw Island early in October. The hull of the boat was spotted on October 4, with all the superstructure and part of the stern missing. The body of Capt. York Hadley was found October 11 several miles up a river leading to the sound, but that of Charlie Jackson, striker, has not been found.

### SeaPak Co. Advertises Products on Television

The products of the SeaPak Corp. of St. Simons Island are being advertised on Bert Parks' "Stop-the-Music" program, which reaches an estimated 10 million TV sets in 33 major cities. Several of the SeaPak and Shrimp Ahoy brand retail products will be shown in camera close-ups, while other shots will show the cooked seafoods ready to eat. The program is televised each Thursday night at 8:00 o'clock EST.

## Great Lakes Fishermen Have Good Lake Trout Catches

Commercial gill and trap net fishermen operating in Michigan waters of Lake Superior just before the October 10th closing of the trout season, got lucrative yields of lake trout. Some of the lifts were over 2,200 lbs. of fish.

John LeBlanc, Marquette, Mich. commercial fisherman, was among those in the high yield bracket. He lifted about 2,200 lbs. daily from his submarine trap nets.

Anderson Fish Co., Marquette, to whom a major portion of the fish harvested in this area is sold, was making nice hauls of lake trout ranging upwards of 1,500 lbs.

Operators from Sault Ste. Marie to Ontonagon, Mich. enjoyed a good trout harvest, and in the western region of Lake Superior, commercial netters got unusually good hauls of lake trout.

Small Lake Superior operators with less than 4,000 ft. of gill netting also made nice catches of lake trout, averaging from 300 to 400 lbs. per lift. Set-hook line fishermen, using lengthy lines, took from 500 to 1,000 lbs. of lake trout per day, with two-man open power boats.

As was the case on Lake Superior, Green Bay and Lake Michigan fishermen also reported greatly improved catches during October. Chub production was strong, and yields of herring were larger.

In the Straits of Mackinac area, herring operations produced liberal catches; chub takes were good; rough or mixed fish yields were fair to good, while whitefish hauls were light.

Eastern waters of Lake Erie produced only light catches of whitefish; but fishing on Lake Erie, generally, ran from fair to fairly good.

Lake St. Clair fishermen have been producing fair to liberal catches of mixed fish. In the Lake Huron area, fishermen got better catches of several species of fish during October.

Lake Ontario fishermen, particularly in the eastern area of the lake, have made some lucrative hauls of mixed varieties of fish. However, whitefish takes have been light.

Ontario fishermen are using experimental gill nets of small mesh and will continue to use them through the Winter this year. South Bay fishermen reportedly had a record fishing season. Besides 170,000 lbs. of small smelt more than 35,000 lbs. of small ciscoe were included in the late Summer catch. The increased smelt harvest from the South Bay area for Canadian fishermen will play an important role in final production figures.

### Supplies of Freshwater Fish Moderate

Despite heavy fishing in October, supplies of freshwater fish on the wholesale markets ranged from light to moderate.

Demand for catfish, bullheads, buffalofish, lake herring, lake trout, sheepshead, suckers and whitefish was good. There was a moderate demand for carp, pickerel, chubs, sauger, sunfish, yellow perch, and yellow pike. The smelt demand was still fair, but expected to change to stronger demand in November. As for prices, there was an upward trend except for items in heavy supply.

Fish dealers are planning more advertising to increase demand. Fish consumption, particularly in the packaged items already has increased among several varieties.

### Competition from Canada

When current expansion of fish processing plants is completed in Manitoba, Canada, this country's Great Lakes fishermen will be confronted with increased competition from Canadian fish. A number of the leading fish will be filleted, cellophane-wrapped, and packaged in 1, 5 and 10-lb. containers. The Canadians plan to place these fish on the United States markets in direct competition with native-caught fish of the same variety, which cannot be offered in packaged form because of higher original cost.

Commercial fishermen in Northern Manitoba and the N. W. territories of Canada already are preparing for Winter operations after a successful Summer and Fall.



## Michigan Makes Several Changes In Fishing Regulations

The 1951 Michigan Legislature made several changes in commercial fishing regulations, including the legalization of the following: gill nets of not less than 2½" nor more than 2¾" mesh for taking blue herring in waters of Straits of Mackinac; taking of sturgeon of 42" or more in length; small-mesh pound nets for taking smelt, under permits from Director of Conservation who will designate waters in which nets shall be used.

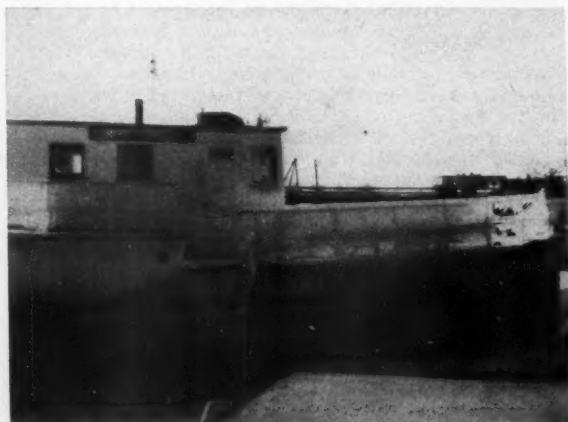
Other new laws would close waters of Lake Superior within a 50-mile radius of Houghton, Mich. to all impounding nets from Oct. 10 to Nov. 4, except when operated under permits from Conservation Department; designate a closed season for chubs for all lakes from Nov. 1 to Nov. 30, instead of Oct. 15 to Nov. 20; close additional waters in the Potagannissing Bay area; and require a minimum of 7 stakes driven into the earth at bottom of lake to secure nets having pots with meshes of 4½" or over in place on pound nets (such nets can be fished without stakes until Jan. 1, 1953, however).

There were several changes in laws pertaining to licenses, including the following: raising nonresident license fee for boats of 10 gross tons or less from \$100 to \$350 a year, while boats over 10 gross would be raised from \$400 to \$750 a year; raising non-resident fee for operating under ice with or without rowboat to \$200 a year; requiring fishermen to mark more clearly nets and hooks set under the ice (marking stakes must be 4' above ice); allowing only one license a year per boat. (Only those boats that are sold to settle an estate or clear up holdings of a bankrupt person will be granted second license).

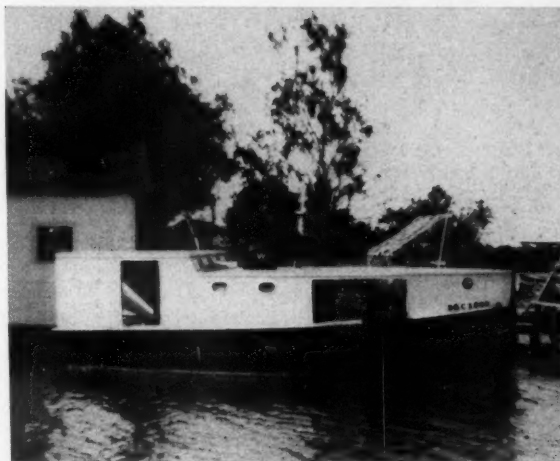
The State enacted the one license per boat law to firmly enforce the 50-mile limit regulation. To get another license, commercial fishermen would necessarily have to secure another boat to fish extended areas.

### New Fishermen with Marquette Fleet

Norman Reynard and Bob Woodin, gill net fishermen who operate the 25' fishing craft *Curley Woodin*, which is powered with a 20 hp. Kermath gasoline engine, are relatively new fishermen with the Marquette fleet. Both of them are experienced, having fished since completing service in World War II. At present they are operating with only 4,000 ft. of Nylock gill netting, but are constantly



**WATER-ISOLATED FISHERMEN** and their families who live in the Lake of the Woods region of Minnesota welcome the thrice-weekly appearance of the 52' passenger and freight boat "Bert Steele". Owned by Booth Fisheries Corp., Warroad, Minn., the vessel is powered with a 125 hp. Cummins Diesel. The "Steele" purchases fish, which often is freighted out from shore in small cabin boats, and also delivers the mail, the most northern tip of her trip being Penasse, on American Point, which also is the farthest north U. S. post office. Veteran skipper of the "Bert Steele" is Capt. Lawrence Saurdoff of Warroad, who began his service on the Lake 24 years ago.



**RIGGED FOR ONE-MAN OPERATION** is this 24' gill net tug, the "Little Dipper", owned by Roy N. Wood of Grindstone City, Mich. She fishes for perch and whitefish, and replaces the "Big Dipper" which was lost last November. The "Little Dipper's" equipment includes 18 x 10 Michigan propeller, Linen Thread Co. Gold Medal nets and Pentwater net lifter. She is painted with Pettit paint.

adding to their equipment. They lift anywhere from 150 to 500 lbs. of lake trout daily from inshore waters.

### Sea Lamprey Invades Rifle River System

A 26" brown trout found floating in Devoe Lake, near Rose City, Mich., had a deep scar showing death was caused by a sea lamprey. This is evidence that these predators are preying on fish in the Rifle River system which connects with Lake Huron.

### New Gill Net Fishery

Nathan Berry, Grand Haven, Mich., who operates the 40 ft. fishing boat *Viking*, has established a new fishery at Grand Haven. Before starting his own fishery, Mr. Berry worked on fishing vessels operating out of Muskegon, Montague, and Grand Haven. He fishes for chubs, whitefish and perch.

## Wisconsin Conservation Commission Buys Land for Carp Control Work

The Wisconsin Conservation Commission has approved purchase of 6½ acres of land near Lake Koshkonong for carp control and management work. Carp taken from this lake and nearby waters has averaged around 1,000,000 lbs. annually since 1935, and it has been suggested that the area be opened to commercial fishing on a year-round basis.

Last year, 1,443,000 lbs. of carp were taken from this lake by three fisherman crews and one Conservation Department crew. The latter crew alone removed 617,000 lbs. of carp from the lake at a cost of 1.1 cents per lb. An official from the Fish Management Division has suggested that contract fishing by commercial fishermen be continued.

Due to the high rate of productivity of these carp, an opinion was expressed that it may be necessary for the State agency to move in whenever it is necessary to keep carp under control. Commercial fishing activity in this lake has not in the past been adequate in removing sufficient carp.

### Conservation Commissioners Named

Guido Rahr, Manitowoc, former member of the Wisconsin Conservation Commission (1941-47) was recently reappointed by Gov. Walter J. Kohler to replace Commissioner W. J. P. Aberg who was not a candidate for reappointment.

Gov. Kohler reappointed Commissioner Charles F. Smith, Wausau, also, to another six-year term.

## Texas Experimenting with New Way of Preserving Shrimp

A fine white powder which is dissolved in the water used in making ice may have far-reaching effects on the shrimping industry of Texas. The powder, composed of fumaric acid and benzoate of soda, may take the spoilage hazard out of the shrimp industry.

S. N. Snodgrass, Brownsville shrimp boat owner, reports that the new ice may enable shrimp men to ship fresh shrimp direct to Eastern markets.

Snodgrass said experiments were conducted on two of his three boats with the ice. They stayed out 14 days fishing, and the shrimp were in perfect condition.

The powder, harmless to food, is designed to prevent the formation of bacteria on shrimp or seafood, thereby causing the ice to melt slower.

### Shrimp, Finfish Landings Set Record

Landings of shrimp and edible finfish reached an all-time high in October. Favorable weather prevailed most of the month, and increased catches were taken from the bays. Unusually heavy landings were reported at Brownsville, Aransas Pass, and Port Isabel from the Campeche area. It was estimated that approximately 5,000,000 lbs. of shrimp were processed by Texas seafood plants during the month, with 3,250,000 lbs. in the Port Isabel-Brownsville district and 1,750,000 lbs. in the Aransas Pass-Galveston areas.

Edible finfish landings were higher in all areas. A fifty per cent decrease in redfish and trout, also in flounders, was noted as compared with October of last year, but increases in red snapper, whiting, black drum, and mullet, more than made up the loss.

### Aransas Pass Shrimpers Blessed

Aransas Pass held its third annual blessing of the shrimp fleet October 28, with the Most Rev. M. S. Garriga, bishop of Corpus Christi, officiating. The shrimpers, which flew gayly-colored pennants and streamers from their rigging, paraded out of the channel after the blessing, with 4,000 persons watching them.

### Port Isabel Shrimp Boat Owners Organize

The Port Isabel Boat Owner's Association was organized at Port Isabel recently by shrimp boat owners. Officers elected were: W. P. Holland, president; Ralph Ladd, first vice-president; Nick McCarty, second vice-president; and Bill Ewing, secretary-treasurer.

### Yarborough Pass to Be Reopened

Reopening of Yarborough Pass across Padre Island, some 29 miles south of the Padre Island State Park, is

scheduled for completion before the end of the year. The opening would allow "fresh" water from the Gulf to come into Laguna Madre and help reduce the salinity of the water there. The pass has been closed since 1944.

### Hardee President Brownsville Shrimpers

W. L. Hardee was named president of the Brownsville Shrimp Producers Association at a meeting of the group in Brownsville last month.

Other officers elected were Walter Godfrey, first vice-president; G. L. Palmer, second vice-president and John R. Hardee, Jr., secretary-treasurer.

### New Channel at Port Mansfield

Following completion of the side channel to the docks and fisherman's wharf at Port Mansfield, markers and buoys were set by the Coast Guard to assist navigation in the port area. Many commercial fishing boats are now using the port as a base. It is located 80 miles south of Port Aransas and 80 miles north of Port Isabel, making it the principal port on the Intracoastal Canal.

## Gulf States Commission Wants Search for Shrimp Continued

The Gulf States Marine Fisheries Commission held a two-day meeting at Biloxi, Miss. the middle of October, and elected Howard D. Dodgen, executive secretary of the Texas Game & Fish Commission, to serve as chairman for the coming year. Hermes Gautier was named vice-chairman. Other action taken at the meeting included a recommendation to the Fish & Wildlife Service that it continue its thorough search for shrimp in Gulf waters, with shrimp taking precedence over any other activities.

The Commission also voted that the importation of shrimp from foreign countries be a matter for continuing study, and this subject will be brought up again at the April, 1952 meeting in New Orleans.

Considerable attention was given to the Gulf's number two crop, oysters, and it was agreed that every State should make a concerted effort to rehabilitate its oyster beds.

### Springer Reports on Activities of "Oregon"

The Gulf States Marine Fisheries Commission heard a report by Stewart Springer of the Fish & Wildlife Service, Pascagoula, on the activities of the research ship *Oregon*.

"On August 29th of this year," Springer told the Commission, "the *Oregon* was returning to Pascagoula from the Gulf of Campeche on a course from Alacran Reef to South Pass. Schools of tuna were noted throughout the day and were continually in sight as the *Oregon* traveled northward 115 miles.

"Tuna were observed again during the first week in September, east and southeast of South Pass, outside of the 150 fathom curve. These were identified, provisionally, as Atlantic blackfin tuna. Specimens taken weighed about eight pounds each."

### Outlook for Obtaining Scarce Items

"We recommend that members of the Gulf Coast fisheries industries, with plans for construction in the immediate future, contact the Defense Fisheries Administration (DFA) in Washington before making any investments in construction," was the advice given to the Gulf States Marine Fisheries Commission by Donald Y. Aska of DFA.

He said that on the basis of information available at the moment relative to first quarter of 1952 allotments of copper, aluminum and steel, shore construction will be drastically reduced. DFA received such a small portion of its requested allotment that it is unlikely it will be able to process any construction applications for the first quarter of 1952, other than those already on file as of October 15, Aska declared.

"This does not, however, mean that absolutely no construction is possible," pointed out the DFA representative, "for NPA has provided for small projects where less than



The "Loraine C.", 51' x 16' x 6' shrimper owned by W. F. Close of Rockport, Texas. She is powered by a 165 hp. General Motors Diesel turning 40 x 26 wheel on 2½" Monel shaft. Other equipment includes Submarine Signal radiotelephone, and Bendix depth recorder.





Versaggi Shrimp Company's 58' shrimp trawler "Venture" of Patterson, La., which has a 110 hp. Caterpillar Diesel with 2:1 Twin Disc reduction gear and 42 x 30 Columbian propeller. Skipped by Capt. Dewey Wilson, the vessel is painted with Pettit paint, and is equipped with Stroudsboro hoist, Columbian cordage, Fish Net & Twine Co. nets and Roebling wire rope. Esso fuel and lubricating oil are used.

25 tons of steel, and correspondingly small amounts of copper and aluminum are required, through a self-certification process."

New vessel construction, on the other hand, looks favorable, according to Aska. To date, DFA has received few reports of any slow-down in this activity due to material shortages, and sees no immediate change in the condition. Aska reassured his listeners that the same holds true for maintenance, repair and operating supplies, both for shore and vessels.

"We anticipate a slow-up on delivery time of engines, but no real shortage," the DFA man declared. However, he said that operators should try to anticipate their needs for engines as far in advance as possible.

Aska stated that netting, rope, floats and leads should be in fairly good supply, with no particular shortages foreseen at this time.

## Louisiana Shrimpers Making Best Hauls in Three Years

Shrimp catches brought into the Morgan City-Berwick-Patterson area have been much better this year than at any time during the past three years. Hopes are high that the shrimping industry will reach a level of more satisfactory earnings for fishermen and dealers.

Boats are now bringing in from 10 to 50 barrels a trip. Even July and August, usually very poor fishing months, were "fair" this year.

The opinion is general that there were at one time too many boats fishing out of this area. It is considered that there are too few now, although there is said to be room for only a limited number more.

### Ask Investigation of Shrimp Law Violations

The International Fur and Leather Workers, Local 6, has asked the Louisiana Attorney General to take steps to bring about Grand Jury investigations in all the coastal parishes into violations of the shrimping laws, the possibility of corruption among the enforcement officers, and the processing of illegal-size shrimp by dealers.

It is claimed that thousands of barrels of undersized shrimp are caught and processed each year, and this is blamed for depletion of the jumbo shrimp crop.

### Protest Closing of Lake Verret

Morgan City fishermen and dealers met with the mayor and councilmen October 31 and asked that the city and all public and civic bodies protest the closing to commercial fishermen of the waters of Lake Verret lying in the parish of Assumption. The ban was put in effect recently by Commissioner Ernest Clements.

Experienced fishermen pointed out that commercial fishing in the lake has not hurt sport fishing. They claim

that the seines, legal size 3" mesh, are used in the middle of the lake, not along the banks and near the stumps where bass and other sport fish abound. It also was said that the few bass and perch caught in the seines free themselves before the seines are pulled in.

Mayor Dr. Brownell advanced the point that hundreds of gars, the greatest enemy of sport fish, are caught and destroyed every year by commercial fishermen. It is claimed that ninety percent of the commercial fishermen's catch in the lake consists of gars and buffalo fish.

### Several Boats Repowered

Brady Engine Co. of Berwick, has sold a number of General Motors Diesels recently for repowering fishing vessels. Tom Ozio, Sr., purchased a 165 hp. engine for the L. T. Ozio, Earl Webster bought a 270 hp. for the Margaret Webster, and J. R. Hardy, Jr., has a 270 hp. for the Mister Jim.

## Mississippi August Landings Are Mostly Menhaden

Landings of fishery products at Mississippi ports during August totalled 22,891,700 lbs., or a decrease of 36 percent compared with the previous month.

Receipts of menhaden amounted to 21,687,200 lbs., but registered a decrease of 11,077,100 lbs. compared with July, 1951. Menhaden landings during August accounted for 95 percent of the total catch; shrimp totalled 984,300 lbs., and accounted for 4 percent; other items made up the remaining 1 percent.

### "Oregon" Catches Red Shrimp

During a cruise which ended October 15, the Fish & Wildlife Service's exploratory vessel *Oregon*, based at Pascagoula, Miss., established nine trawling stations at depths of 185 to 240 fathoms off the Mississippi Coast. These resulted in catches of red shrimp varying from none to 108 lbs. per hour, while using large trawls. Both 80' balloon and 100' flat trawls were used.

During the latter part of the cruise, three deep-water drags (190 to 250 fathoms) off Tampa Bay, Fla., resulted in catching a few pounds of the red shrimp. On Oct. 15 two drags off Pensacola, Fla. in 58 fathoms resulted in catching 5 lbs. of brown grooved shrimp numbering 4 to the pound.

### Dies from Injuries Received on Fishing Boat

Capt. Leonce J. Broussard, 48, of Biloxi, died recently following injuries received aboard the fishing boat *Tony Jo-Ann*, owned by Steve Kuljis. At the time of the accident the boat was near Brush Island, just off Chandeleur Island.



The "Hobson", 40' shrimp trawler owned by Capt. Fred Sprinkle of Dauphin Island, Ala. She has Willard batteries and Linen Thread Co. Gold Medal nets. Shown on the boat are Capt. Sprinkle, his son Ralph, and grandsons Frederick and Billy Sprinkle.



## Rhode Islanders May Shellfish In Little Narragansett Bay

Taking of clams, quahaugs and oysters from the Rhode Island half of Little Narragansett Bay was permitted beginning November 1. Lifting of the three-year ban came as the result of tests which showed the average bacteria count in the waters involved was low enough to meet U. S. Public Health Standards.

Boundaries of the area opened to shellfishing are defined as follows: south by Napatree Beach; east by a line taken by sighting the flagpole at the Watch Hill Beach Club to the State Health Department range marker established in a stone jetty on the north side of Watch Hill Cove, and by a line running one-half mile northwest to the Connecticut State line in the bay. All the Rhode Island area north and east of the line remains closed. This includes all of the Pawcatuck River and also the Watch Hill Cove area.

Principal factor in reopening the waters was the cutting of a new breachway, just north of Napatree Point, in recent years by storm tides. This breachway permits the entrance of tidal water directly from the ocean.

Fishermen also have asked that the lower reaches of the Pawcatuck River, where Blount Seafood Corp. of Warren recently harvested fifteen thousand bushels of oysters for transplanting in certified waters at Warren, also be reopened for general fishing. The Blount firm is harvesting oysters under a permit from the State Health Department. The oysters must remain in certified waters at least 15 days before they are reharvested.

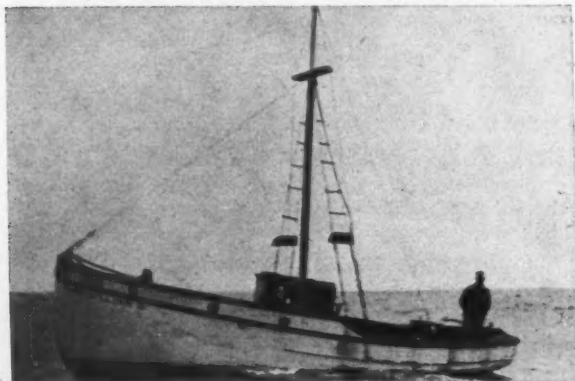
### Fishing Boat Sinks

Four Westerly fishermen got an early morning dip on October 28 when their boat sank after striking rocks near the mouth of the Pawcatuck River at Osbrook Point. They were aboard the *Corinne*, a 24-ft. commercial fishing craft piloted by James Hall of Avondale, and owned by his father, Robert P. Hall. The boat was raised and towed to its Avondale mooring by Cleveland Clarke of Avondale.

### New Nordberg Distributor

Aspray's Boat Yards, Providence, R. I., has been appointed distributor for Nordberg gasoline marine engines in the State of Rhode Island. Established about 1919, Aspray's Boat Yards is located at the head of Narragansett Bay, five miles from the center of Providence. The firm maintains a well supplied marine hardware store and excellent facilities for machine work and marine engine service for both native and transient craft. In addition, the organization stores about 250 boats annually.

Aspray's Boat Yards is managed by David Aspray, who handles all sales and marine promotion. Richard D. Aspray is marine buyer, and is in charge of service facilities.



Commercial and party fishing are done by the 31' "Lillian D.", which is owned by her skipper, Capt. Melvin R. Rose of Block Island, R. I. She is powered with a 6 cyl., 65 hp. Lathrop engine.



The "Dorolena II", skippered by Capt. Eulice Thomas of Tangier, Va. Powered with 225 hp. Gray Diesel, she has run 3,000,000 soft crabs to Crisfield, Md. this season.

## Virginia Oyster Tongers Making Good Hauls in James River

Tangier tongers are doing well on the oyster grounds in the James River. According to reports they are averaging 60 bushels of seed oysters a day to the boat, and are selling them to buy-boats running to oyster planters on the Eastern Shore of Virginia. Seed oysters are now bringing 80¢ a bushel.

On Oct. 27, Capt. Charles Pruitt delivered 750 bushels of seed oysters from the James River to the Tangier Island Co. to be planted in Cod Harbor, at the southern end of the Island.

Tangier tongers in Pocomoke Sound are not doing as well. They are taking from 4 to 8 bushels a day. However, these oysters are fat, shucking about one gallon to the bushel, and peddlers are selling them for \$3.00.

### Discusses Overfishing

Dr. J. L. McHugh, director of the Virginia Fisheries Laboratory, Gloucester Point, told members of the Gloucester Lions Club last month that the great abundance of seafoods in the Chesapeake Bay in the early days may have been more apparent than real. Large catches in the past may have been made at the expense of the reserve supply, he suggested.

### Crab Potters Catching Balloon Fish

The most successful Tangier fishermen during October were the crab potters. They not only caught hard crabs, but captured balloon fish by the thousands—from 1200 to 2500 to the potter—and sold them for 3¢ apiece.

This month is the end of the crab packing season. According to the packers, they have shed, packed, and shipped 3,000,000 soft crabs to Crisfield this season.

### Clams Being Taken Along Tangier Shores

The best hard-shell clams being taken in Tangier Sound are those harvested on the bars along the shores of Tangier Island. Clammers are selling them to the home market for 3¢ apiece. The average catch to the man has been about 400 clams.

### Hampton Roads Area Landings

Totalling 1,093,000 lbs., October fish production in the Hampton Roads area was about half a million lbs. less than in September, but over 350,000 lbs. more than in October, 1950. Whereas nearly all of the fish was from pound nets in September, only about 40% was caught by this type of gear in October, reflecting the gradual cessation of pound-netting for the Winter. Scup, with 278,000 lbs., and sea bass, with 231,000 lbs., held top positions as far as volume of individual varieties were concerned.

## Construction of Shrimp Nets

(Continued from page 15)

wings have been set back (or undercut) 36 meshes. (See Figure 2). Two pieces of 18-thread,  $2\frac{1}{2}$ " stretch webbing are cut on a 1 point—4 bar taper from a 420 mesh front down to 100 meshes at the throat. An 80 mesh extension, 100 meshes wide is added to the throat end of the top body. Since the bottom piece is set back 36 meshes, an additional square piece of webbing 44 meshes by 100 meshes is added to the throat end of the bottom and a square piece 80 meshes by 20 meshes is added to the end of each wing. This makes the throat 240 meshes in circumference.

All 4 jibs are the same. They are cut on 1 point—2 bars (120 meshes on the jib-body and jib-wingtips seams) with all points on the hanging side. The bottom jibs are set back the 36 meshes with the body and a strip 10 meshes wide and 36 meshes long is added to the forward tips. This strip is even with the forward ends of the wingtips making the trawl 85 meshes "deep" on the sides.

The wingtips are cut square, 75 meshes by 120 meshes with the wings tapering on a 2 point—2 bar cut along the top and 240 meshes on points along the bottom exclusive of the 20 mesh by 80 mesh additions.

The tail is 42-thread,  $2\frac{1}{2}$ " stretch mesh (often 2 or  $2\frac{1}{4}$ ") 120 meshes long and 200 meshes in circumference. It is attached to the throat catching every fifth mesh on the throat. The cork and lead lines are  $7/16$ ", 6 x 6 manila-clad net rope. Both lines are hung the same, every  $5\frac{1}{2}$ " catch 3 meshes. Four-inch corks are spaced every 20 hangings across the body section of the corkline. The leads are 5-per-pound, 2 leads for each hanging on jibs and 1 lead for every other hanging on the body.

The lazy line is 30 fathoms of 1" manila rope. The lazy-line rings are attached 13 meshes behind the front of the tail, one ring every 13 meshes catching 5 meshes. The trip-line rings are 15 meshes forward from the end of the tail, a ring every 5 meshes catching 5 meshes.

Twelve-foot doors are used with no slack between doors and wingtips.

### Four-Seam Balloon Trawl

The style commonly used in the East Gulf fishery is the balloon trawl, a term which actually refers to several different nets which are constructed to ride partly off the bottom.

The first balloon trawl used by the Oregon was made by a Florida trawl maker catering to the local fleet. This style and modifications of it have been tested in two sizes. A 74' model has proved satisfactory in Florida waters. A 40' trawl built on these lines has been found consistently to "choke-off" at the throat so the catch builds up in the body of the net.

The balloon differs from the flat-type shrimp trawls in having dog ears, wings that do not extend to the throat, different hanging, and a wider throat. (See Figure 3).

Both top and bottom hanging edges are divided into three equal sections. Each dog ear is the same length along the hanging edge as on the body. On the bottom the smaller dog ear is supplemented by the undercut to keep the same ratio as on top. Some trawl-makers prefer the hanging edge on the body to be twice that on each of the dog ears.

All webbing, except for the tail, is 18-thread  $2\frac{1}{2}$ " stretch mesh. The top and bottom body are the same width and are cut on a 1 point—6 bar taper. This is a

very sharp taper, and many fishermen prefer a 1 point—4 bar cut. The front of the body is 480 meshes wide, its length extending back 213 meshes to a width of 160 meshes at the throat making the throat 320 meshes in circumference. The bottom is undercut 60 meshes, 100 meshes in from each side on all bars. The new front is cut parallel with the front of the net on all points (160 meshes wide).

The wingtips are cut square, 160 meshes long and 80 meshes wide. The wings are 80 meshes deep along the wingtip-wing seam with a 1 point—2 bar taper along the top body seam, all points along the bottom body seam. Cut in this manner the wings will extend back 160 meshes along the body.

The dog ears have 160 meshes (all bars) along the hanging edge and 160 meshes (all points) along wingtip

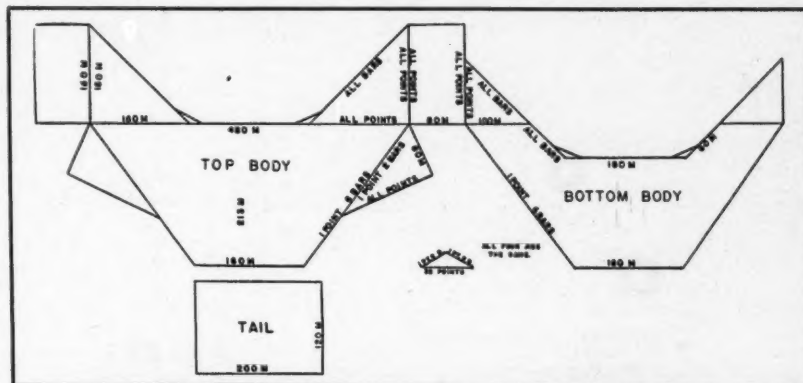


Figure 3: The 74' balloon trawl. Its body, wings, dog ears and jibs are 18-thread,  $2\frac{1}{2}$ " stretch cotton webbing. Tail is 42-thread,  $2\frac{1}{2}$ " stretch cotton webbing.

and body seams. Points pulling cross mesh are tied to wingtips. Points pulling with the mesh are tied to the body. Bottom dog ears have 100 meshes (all points) along the wingtip and body seam. Thus the hanging edges of the bottom dog ears are continuous with the undercut taper in the bottom.

At the obtuse angles formed by the top dog ears and hanging edge of the body small jibs are tied. They are 8 meshes deep, 32 points on the hanging edge and are cut on a 1 point—2 bar taper. Jibs of the same dimensions are tied in the corners of the undercut in the bottom.

### Eight-Foot Doors Used

The net is usually used with 8' doors although 12' doors have been used successfully. The float and lead lines extend about 20' beyond the wingtips and are shackled to the doors.

The tail is 42-thread,  $2\frac{1}{2}$ " stretch mesh, 200 meshes in circumference and 120 meshes long. In joining the tail to the throat, 8 meshes must be caught on the throat for every 5 on the tail (in each 5 meshes on the tail, the first and last catch one mesh on the throat while the 2nd, 3rd, and 4th catch two meshes). Thirteen meshes back from the forward end of the tail, 2" galvanized lazy-line rings are tied 13 meshes apart catching 5 meshes. The lazy line is 21 fathoms of 1" manila rope. Two-inch trip line rings are attached 15 meshes forward of the end of the tail, 5 meshes apart, catching 5 meshes.

The trawl is hung on  $7/16$ " net rope. All bars (the dog ears) are hung stretched and tight to the line. Recently the Oregon used this net with the dog ears hung 3" off the line, catching 3 meshes for each  $5\frac{1}{2}$ " hanging. The rest of the cork line is hung every 5", catching 3 meshes, about 4" off the line (line to double selva). Seven 5" plastic floats are attached along the cork line, one in the middle, and at 4, 10, and 22 hangings from center on both sides. One-eighth to  $1/4$ " galvanized iron chain is hung at 1' intervals with about 2" of slack chain for each hanging from wingtip to wingtip along the lead line.



Left: the new 60' shrimp trawler "Fair Sky" being outfitted at Diesel Engine Sales Co., St. Augustine, Fla. She is owned by C. B. Fairley of Jacksonville. Right: the 65' "Louise R.", recently completed by the yard for W. Rumpf of Fort Myers Beach, Fla. Both vessels are powered with D13000 Caterpillar Diesels.



## Florida Yard Sets Record In Shrimp Boat Building

**T**HE keel laying of the 274th shrimp trawler to be built by the yard since the War, took place this month at Diesel Engine Sales Co., St. Augustine, Fla. With six boats on their undercover building ways at one time, and launchings at intervals of approximately one week, this concern has set a record in fishing boat construction.

Diesel Engine Sales, of which L. C. Ringhaver is president and general manager, builds its boats from standardized hulls on a production line basis. As a result, its operations are very efficient and the boats are of uniform quality. Materials are cut and frames bent on a definite schedule so that they are immediately available when needed for assembly work. Each shipwright is trained for a specific job, thus being thoroughly experienced in his part of the building.

The yard maintains a large supply of lumber and is fully equipped with modern wood-working machinery. The boats are built with 2" x 4" steam bent oak frames on 12" centers, have 4" x 4" pine deck beams and 9" x 12" pine keel, are planked with 1½" cypress and fir, and have 2" x 4" pine decking. The wood is treated with Cuprinol preservative, and the boats are painted with International paint on the topsides and Navicote on the bottom. The mast and boom are of steel.

About seven days' time is required to get the trawlers ready to sail after launching, and the yard has two sizable outfitting docks. An extensive stock of boat equipment, marine hardware and accessories is housed in a concrete block structure at the yard. In addition to its building

facilities, Diesel Engine Sales has three railways for overhauling work.

At the present time, shrimpers are being built in two sizes from designs of Tams, Inc. of New York City. One is a 60-footer, with beam of 18' and draft of 6', which carries 2400 gallons of fuel oil and has a hold capacity of 25 tons. The other is a 65-footer, with 18' beam and 6'6" draft, which carries 2500 gallons of fuel and 30 tons of ice. The vessels have 2 bunks in the fo'c's'le and 2 in deck house. Their speed is approximately 10 knots.

The make and size of propulsion engine used in the boats are optional with the owner, but all of the boats built recently have been powered by a Series 6-71, 165 hp. General Motors Diesel with 4.5:1 reduction gear, turning a 46 x 36, 4-blade Columbian propeller, or a D13000, 120 hp. Caterpillar Diesel with 3:1 reduction gear, turning a 48 x 44 Columbian propeller. Both Snow-Nabsted and Twin Disc reduction gears are used.

Most of the other items of equipment used on the trawlers have been standardized by Diesel Engine Sales Co. These include Madesco blocks, Stroudsburg Model 515½T hoists, Ritchie compasses, 3" Tobin bronze shafts, Goodrich Cutless rubber stern bearings, Onan 32-volt generators, Columbian rope, Portable One-Mile-Ray searchlights, Kidde fire extinguishers, and Link-Belt roller chain and sprockets.

Trawlers now under construction at Diesel Engine Sales Co. include 60-footers for Fernandina Ice Co., Fernandina, to be powered with Caterpillar Diesel, and Sam Vona of Mayport, to be powered with General Motors Diesel; and 65-footers for Frank Hannaburger of Fort Myers, Truman Pacetti of St. Augustine and Fair Shrimp Co. of Jacksonville, to be equipped with Caterpillar Diesels.

Scheduled for delivery in November, all 65-footers, are the *Evelina* for Connie Mack, Jr. of Fort Myers, powered

(Continued on opposite page)



The 65' shrimp trawler "Panther", recently built by Diesel Engine Sales Co. She is owned by Versaggi Shrimp Co., Brownsville, Tex., and is powered by a D13000 Caterpillar Diesel.

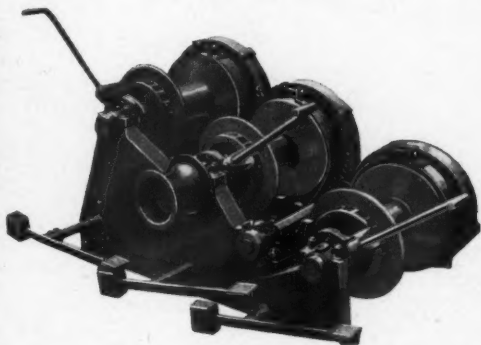


Part of the Diesel Engine Sales Co. facilities at St. Augustine, Fla., showing store house, engines and Stroudsburg hoists on outfitting dock, trawler on railway and building shed.



## STROUDSBURG HOISTS

Furnished for Shrimp Trawlers  
Built by Diesel Engine Sales Co.



The Stroudsburg Hoist is standard equipment on all the shrimp trawlers being built by Diesel Engine Sales Co., St. Augustine, Fla.

Made of the most durable materials, Stroudsburg Hoists are designed to provide maximum length of service at minimum cost. They are made in single, double and triple drum models. Write for complete specifications.

### STROUDSBURG ENGINE WORKS

Box 207, Stroudsburg, Penna.

*"The Fishermen's Choice is the Stroudsburg Hoist."*

by General Motors; the *Sun Beam* for E. L. Peterson of St. Augustine, the *Captain Terry* for Heidi Peterson of St. Augustine, and one for C. W. Hammond of West Palm Beach, all Caterpillar-powered.

In October, the yard delivered the 65' General Motors-powered *Peggy & Patsy* to J. C. Ferguson of Fort Myers; and three Caterpillar-powered boats, the 65' *Elizabeth Rose* to Charles Ludwig of Miami, the 60' *Quednau* to George Quednau of Punta Gorda, the 60' *Madeline G.* to Gerken's Sea Food Co., Fernandina, and the 65' *Hank* to Marvin Hardee of Berwick, La.

Other shrimp trawlers recently completed by Diesel Engine Sales are the 60-footers *St. Vincent* for Frank Fant, Jr. of Jacksonville, *Captain Scotty* and *Gulf Ranger* for W. L. Hardee of Brownsville, Tex., all with General Motors engines; the 65' *Louise R.* for W. Rumpf of Fort Myers Beach, and 60-footers *Fair Sky* for C. B. Fairley of Jacksonville, *El-Rey* for John Part of Point Pleasant, N. J. and *Capt. Jesse Perry* for Perry Fish Co. of Mayport, all equipped with Caterpillar Diesels.

## Alabama Has New Shrimp Size Law

Under provisions of Regulation A-104, promulgated recently by Conservation Director Earl M. McGowin, it is illegal for catchers to take or possess shrimp requiring more than 46 with heads on or more than 74 headless shrimp, respectively, to weigh one pound.



## MADESCO TACKLE BLOCK COMPANY

EASTON, PENNSYLVANIA

Manufacturers of

### A COMPLETE LINE OF TACKLE BLOCKS

Write for our catalog

The regulation's provisions follow: "Section 1. The taking or catching of shrimp on or after September 20, within the territorial waters of Alabama where the taking or catching of shrimp is allowed by law shall be in accordance with the provisions as set out in this regulation in regard to the maximum number of shrimp taken per pound.

"Section 2. It shall be unlawful for any person, firm, corporation or association to take or catch or have in its possession shrimp where it requires more than 46 with heads on to weigh one pound or where it requires more than 74 headless shrimp to weigh one pound.

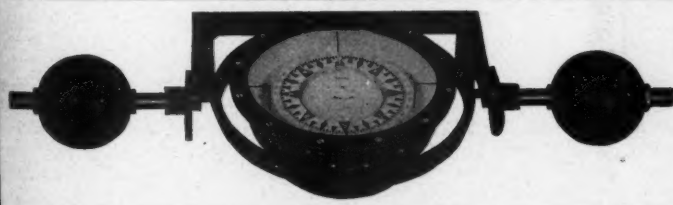
"Section 3. Nothing in this regulation shall control or otherwise limit the taking of shrimp for baiting purposes only as is provided for by law.

"Section 4. All regulations or parts thereof in conflict with the provisions of this regulation are hereby expressly repealed."

### Shrimp Prices

Alabama shrimp fishermen took a \$5.00 per barrel reduction at the beginning of the season, but demand for shrimp is still reported as poor. Shrimp are being accepted from freight boats only, and these vessels have instructions to secure only a specified amount of shrimp. This is apparently all the factories can handle for the day.

Jumbo shrimp prices remain at \$55.00 per barrel, while the smaller sizes are reported not suitable for marketing.



## RITCHIE "FISHERMAN"

7" Reduced Card Compass In Bracket  
May be Underlit

An Offshore Compass for Offshore Boats

Proven At Sea

E. S. Ritchie & Sons, Inc.

112 Cypress St.

Brookline, Mass.

# Equipment and Supply Trade News

## Automatic Steering with the Guy-Ro Pilot

The Richardson Electronics Co. of 225 Chapman St., Providence 5, R. I., has introduced the Guy-Ro Pilot, a new device that automatically steers any craft on a straight heading under all conditions of sea and weather.

The Guy-Ro Pilot can serve as the spare hand at the wheel on fishing boats and other working craft, making it a payroll saver. The helmsman simply sets the Guy-Ro control on the desired heading, turns on the power switch and he is "on course".

For emergency operation, the helmsman should flip up the clutch lever, steer manually, and then reset the clutch lever. The vessel will automatically resume her original heading.

The Guy-Ro Pilot control unit and the steering power unit take up less than 1/3 cubic foot space on the bridge. Installation of these units is simple, and full directions come with each outfit.

## Raytheon Seamanship Contest Winner Revealed

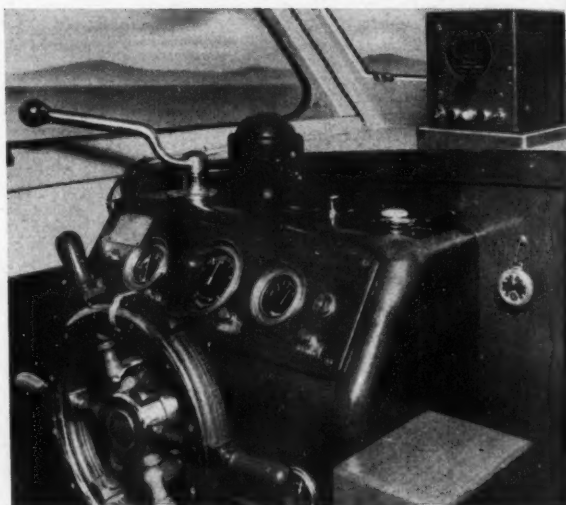
Roderick Stephens, Jr. of Sparkman and Stephens, New York City Naval Architects, was recently announced the winner of the Seamanship Contest sponsored by the Raytheon Manufacturing Co. of Waltham, Mass. Mr. Stephens was presented with a Submarine Signal Fathometer Cadet, a new echo depth sounder recently developed by Raytheon. The presentation was made by James J. Tynan, manager of Commercial Sales for Raytheon Manufacturing Co., at a dinner held at the Downtown Athletic Club.

The contest was managed by the Reuben H. Donnelly Corp. of New York who selected the winner with the aid of four outstanding yachting authorities: C. N. Clifton, Chief Commander of U. S. Power Squadrons, Charles F. Chapman, Editor of *Motor Boating*, Herbert T. Stone, Editor of *Yachting* and William F. Crosby, Editor of *Motor Boat and Power Boating*.

The contest posed a series of difficult situations and emergencies at sea, among which were: what to do when a man is swept overboard in a gale at night from a 50' schooner equipped for ocean racing; what to do when the main mast snaps, or a rudder breaks; how to guard against explosions and fires at sea and what to do when they occur. More than 600 people entered the contest.



James J. Tynan, manager commercial sales for Raytheon Manufacturing Co. (right) presents Submarine Signal Fathometer Cadet to Roderick Stephens, Jr., winner of Raytheon's Seamanship Contest. Mr. Stephens is a member of the firm of Sparkman and Stephens, New York City Naval Architects.



The Guy-Ro Pilot, new automatic steering device developed by Richardson Electronics Co.

## Cummins Standardizes Fuel Pump Testing

Research by Cummins Engine Co., Inc., at Columbus, Indiana, has resulted in a method of standardizing Cummins Diesel fuel pump testing equipment and testing procedures. The method developed in the study is being used by Cummins dealers who maintain service locations from coast-to-coast. This standardization is part of a continuing program at Cummins to establish standard procedures for all repair work.

Harold H. Hall, Cummins general service manager, termed the study important to all users of Cummins Diesels, "for if the fuel pump is not tested and set accurately, the correct performance of the engine on which the pump is installed cannot be assured."

Two fuel pump models, the single disc and the new DD (double disc) are offered by Cummins with the exclusive Cummins fuel system. The mechanical features of the Cummins fuel system introduced in the early 1930's have made possible the solution of the problems of accurate fuel metering, preparation of the charge, and controlled injection in Diesel engines.

Cummins single-plunger, low-pressure, distributor-type fuel pumps measure the fuel charge for all cylinders and assure that each injector receives the proper predetermined amount of fuel at any required engine speed and load within the approved ratings. When these functions are tested by a uniform method, uniform results are obtained.

## New Gulf Marine Product Development Head

H. H. Donaldson, Jr. has been appointed chief fuels and lubricants engineer, Marine Engine Section, of the Automotive Products Engineering Department, Gulf Oil Corp., Pittsburgh, Pa. In his new position, Mr. Donaldson will have the product development responsibility of fuel and lubricants for marine engines, and field engineering service responsibility of marine products.

Born and reared in Pittsburgh, Mr. Donaldson received a Bachelor of Science degree in Chemical Engineering from Lehigh University in 1939. He joined Gulf in the

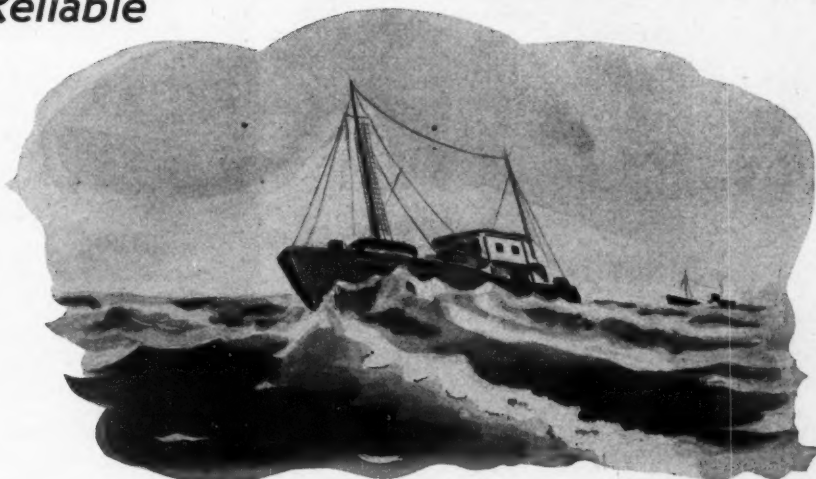
# The "Frances & Elizabeth" of Provincetown Is Powered by Reliable "Caterpillar"



**JACK RIVERS**  
Captain of the  
"Frances & Elizabeth"



Jack Rivers is a long experienced skipper of the Provincetown fleet who knows from performance that Caterpillar engines are reliable, powerful, economical and compact.



"Caterpillar" and PEMCO SERVICE make a trustworthy, unbeatable combination for sea-going fishing boats.

## PERKINS-MILTON CO.

376 DORCHESTER AVE.

BOSTON 27, MASS.

TEL. SOUTH BOSTON 8-4660

same year as a chemist in the Chemistry Division, Gulf Research & Development Co., Harmarville, Pa. Mr. Donaldson subsequently transferred to the Engineering Division at Gulf Research and was in charge of engine testing of lubricating oil.

In July, 1950, Mr. Donaldson was named chief fuels and lubricants engineer, Equipment Section, Product Development Department, and has served in that capacity until his most recent appointment.

### New Bulletins on Kahlenberg Airhorns

Several new bulletins describing Kahlenberg airhorns and accessories have been issued by Kahlenberg Bros. Co., Two Rivers, Wis. These attractive three-color leaflets are profusely illustrated, and among the photographs featured is that of the 92'6" steel dragger *Barbara C. Angell*, which operates out of Boston, Mass. Much useful information is contained in the bulletins, including a table giving air consumption of the different models of airhorns.

An exceptional blend of strong sound harmonics gives Kahlenberg airhorns distinctive and pleasing musical tones, and also produces an excellent echo. The unusual strength and number of harmonics insure effective penetration under the widest range of atmospheric conditions.

There are no moving parts in Kahlenberg airhorns other than the sound-producing diaphragm—and no adjustments for any operating pressure up to 250 lbs. per square inch. Where pressures are above 250 lbs., a reducing valve should be used. The horns are designed for economy of air consumption.

All horn castings are of bronze, accurately machined to interchangeable standards and neatly finished in accordance with highest marine quality. Projectors regularly furnished are polished spun musical type for diaphragm diameters up to 8"; but cast bell bronze projectors are available whenever desired and are regularly furnished on units having diaphragms larger than 8". Both polished bronze and chrome finishes are available.

## PFLUEGER Hooks

Sharp  
Points—  
Strong  
Steel

Ask for Pflueger Hooks and you save money with the finest fish hook construction known. Tough steel and dependable finish give you extra long service from every hook. Points are needle sharp—hooks hold their shape.

Ask your supplier

THE ENTERPRISE MFG. CO., AKRON, OHIO  
Over 87 years making Fishing Tackle

**PFLUEGER**

(Pronounced "FLEW-ER")

A GREAT NAME IN TACKLE








Month after month, thousands of pounds of EDERER NETTING is tagged for ports along the Atlantic, Southern Waters, and the Gulf Coast. The fact that each year sees more and more EDERER quality netting in these areas, is conclusive evidence that EDERER NETTING is tops for ocean or inland water fishing. To be sure of uniformity and strong netting—ASK FOR EDERER QUALITY WHEN YOU BUY...

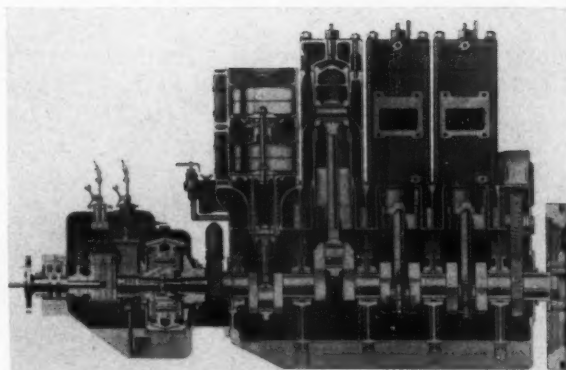
SARDINE SEINES AND WEIR NETTING  
MACKEREL SEINES AND NETS  
FLOUNDER DRAG NETTING  
SHRIMP NETTING  
COTTON, LINEN OR NYLON GILL NETTING  
COTTON NETTING FOR TRAPS AND POUNDS  
TWINE  
MAITRE CORDS  
CORKS  
LEADS  
ROPES  
FITTINGS

For over 65 years, EDERER QUALITY NETTING has maintained a reputation for complete satisfaction and long, trouble-free service.

Ready stocks available at our dealers in principal ports.



<b>R. J. EDERER CO.</b> 340 ORLEANS ST. CHICAGO, ILLINOIS GLOUCESTER - BILOXI	<b>EDERER INC.</b> UNITY & ELIZABETH STS. PHILADELPHIA, PA. BALTIMORE - MIAMI
--	--



Cross-section of 180 hp. B & W Alpha Diesel, manufactured by Burmeister & Wain of Denmark, and the integral propeller shaft, control clutch and reversing mechanism, as installed in the new 73' scalloper "Monte Carlo", owned by Capt. Edwin B. Athearn of Falmouth, Mass.

### Operation of Reversible-Pitch Propeller

The new 73' scalloper *Monte Carlo*, which was placed in service out of Portland, Me. last month, has a three-bladed reversible-pitch propeller which operates as an integral part of the vessel's 180 hp. B & W Alpha Diesel, through a hydraulically-operated friction clutch and reverse mechanism.

The control rod, placed in the hollow propeller shaft, is connected to an operating piston directly ahead of the thrust bearing. By means of pilot valves and rods the oil, under pressure supplied by a gear pump, is carried to one side or the other of the piston. The movement of the piston moves the pull rod fore or aft and, through a rotary, keyed segment, changes the pitch of the propeller as desired. The pilot valve operation is controlled from the pilot house. A slight movement of the controls places the propeller blades in any position from full ahead, through neutral, to full astern very quickly, even while the engine is under heavy load.

The engine in the *Monte Carlo* is a B & W Alpha, 3-cylinder, two-stroke cycle, valveless Diesel of 9" bore and 15 3/4" stroke, designed and built by Burmeister & Wain of Denmark. The vessel was built by Bristol Yacht Building Co., South Bristol, Me., from designs of M. Rosenblatt & Son, New York City, and is owned by Capt. Edwin B. Athearn of Falmouth, Mass.

### Vermiculite Concrete for Boat Hold Use

A new type of concrete is being used by The Canadian Fishing Co., Ltd., of Vancouver, B. C., as a fill to provide level and sanitary work floors in the holds of its fish packers, according to the Vermiculite Institute, 1720 Madison St. N.E., Minneapolis 13, Minn. The material being used is lightweight vermiculite concrete, which has all the sanitary advantages and permanence of sand concrete with only a fraction of the weight. The sizable reduction in dead load that it effects can be translated into fish carrying capacity.

The concrete is made by mixing Portland cement, vermiculite concrete aggregate, and water. Vermiculite is a mica-like mineral with a very light specific gravity. The ore is processed at about 2000°F., which causes the layers to separate and move apart. Processed vermiculite weighs only one-tenth as much as sand.

One cubic foot of the mix that Canadian Fishing Co. is using (1:6, or 1 part Portland cement to 6 parts vermiculite concrete aggregate) weighs only 25 lbs., compared with 138 lbs. per cu. ft. for sand concrete. The compressive strength of the 1:6 mix is 125 lbs. p.s.i., which is ample for such a floor fill.

Canadian Fishing Co. started to use the material about two years ago, when the firm purchased a former American war vessel, an APC ship, for conversion into a packer.

## Gloucester Fishing Industry Leaders Seek More Pier Space

Three leaders of the Gloucester fishing industry have petitioned the Municipal Council to consider providing for three or four additional finger piers at the State Fish Pier in order to relieve the congestion in Gloucester's inner harbor.

The petition was signed by Capt. Benjamin Curcuro, operator of a wholesale fish business and owner of many local boats; Lawrence C. McEwen, who owns several fishing craft; and Manuel P. Domingos, Jr. of United Fisheries Co., another large owner of fishing boats.

They believe that more wharf space for tying up the dragger fleet after the boats have discharged their catches, would be one step toward holding the fleet in Gloucester.

### Ocean Perch, Whiting Landings Larger

Gloucester's total ocean perch production through September this year was close to 140,000,000 lbs., which is above landings during the same period of 1950. Among the larger fares landed during October were the following: *St. George*, 200,000 lbs.; *Mother Ann*, Capt. Jerome Noble, 260,000 lbs.; and *Brookline*, 210,000 lbs.

Another species of fish which is very plentiful this year is whiting. Total landings were about 16,000,000 lbs. through September, which is twice as much as the best previous year.

Gloucester firms had 35 boats with 1,771,500 lbs. of fresh fish one day early last month. A dozen draggers had 1,450,000 lbs. ocean perch and 136,000 lbs. mixed fish; 13 draggers added 152,000 lbs. whiting; and 10 seiners had 33,500 lbs. mackerel.

### Crew Rescued as Dragger Sinks

The 51-ft. whiting dragger *Lassgehn* sank in 38 fathoms of water 12 miles South of Eastern Point, Gloucester on October 24, after her drag door had slatted the propeller and torn a hole in the dragger's bottom. Her owner-skipper, Capt. Baptiste Lafata, and his two crew members, were forced to take to their dory and were picked up ten minutes later by the skipper's nephew, Capt. Carlo Sinagra, in the whiting dragger *Eva II*.

### Big Tuna Catch

Early last month Capt. Gene Marino and crew in the dragger *Sunlight* struck tuna fish in large volume in the channel off Cape Cod. They hauled for 30,000 lbs., which were all caught by handline. The fish averaged between 60 to 70 lbs. each, and there were some 500 in the catch.

### Dragger Pulls Up Plane Wreckage

The Gloucester dragger *Marietta and Mary*, Capt. Peter Gondelli, reported that while fishing off Highland Light recently their drag brought up a complete airplane in a depth of 75 fathoms.

### Seiners Have Good Day

The mackerel seining fleet landed 240,000 lbs. of fish on October 2 at Boston and Gloucester, when 14 boats brought home their catches. The price was 11¢ at Boston and 9¼¢ a pound at Gloucester.

### Fishing Skippers in Research Ship Crew

Four Gloucester skippers are crew members of the 110' U.S.S. *Bear*, former Navy boat now being used for research work by the Woods Hole Oceanographic Institute. The men are Capt. Russell E. Grinnell, skipper; Capt. Lawrence Dahlmer, first mate; Capt. William J. Shields, chief engineer; and Capt. Gilbert Lafford, boatswain.

### Sterling Baldwin

Sterling "Wes" Baldwin, who was associated with Snow-Nabstedt Gear Corp., Hamden, Conn., for the past 23 years in the capacity of Chief Service Engineer, died on October 27 at the age of 52. Mr. Baldwin was known as "Baldy" by many of the marine engine service personnel and boatmen in the country.

## International Net Dips Make Nets Last Longer

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.



INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.



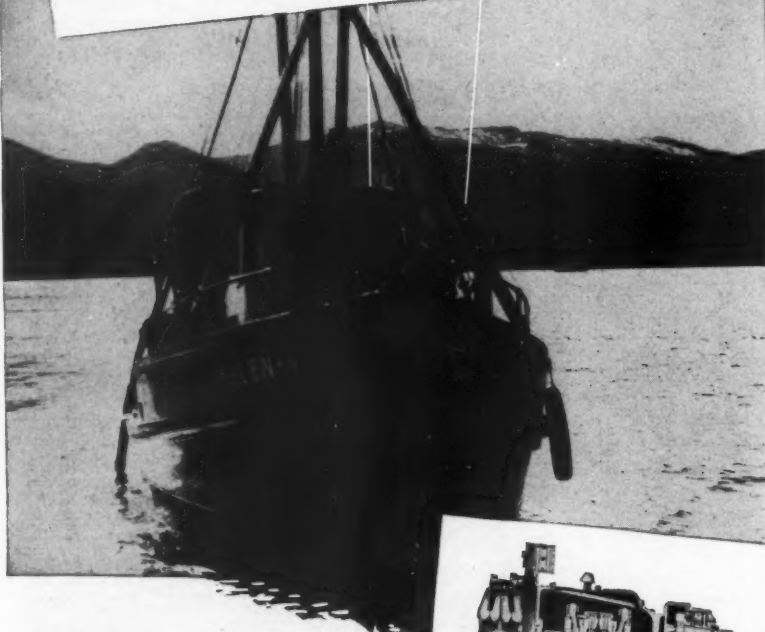
## International NET DIPS

International Paint Company, Inc.  
New York 6, N. Y., 21 West Street  
S. San Francisco, Cal., S. Linden Ave.  
New Orleans, La., 1145 Annunciation St.

International Paints (Canada) Ltd.  
Montreal, Quebec, 6700 Park Avenue  
N. Vancouver, B.C., Harbor & Railway St.

AGENTS IN EVERY IMPORTANT PORT

# Twin Disc Marine Gear Refuses to Wear Out



**BACK IN 1935** a Twin Disc Marine Gear was installed in the fish tender and cannery supply boat "Malco." Three years later the same gear was transferred to a sister boat, the "Helen A."

Today—after 16 years of continuous operation—this Twin Disc MG-60 Marine Gear still gives steady service to the "Helen A" in her rugged work out of Ketchikan, Alaska.

Such examples of proved dependability over a long worklife are typical of Twin Disc Marine Reverse and Reduction gears in service everywhere!



**TWIN DISC CLUTCH COMPANY, Racine, Wisconsin • HYDRAULIC DIVISION, Rockford, Illinois**  
BRANCHES: CLEVELAND • DALLAS • DETROIT • LOS ANGELES • NEWARK • NEW ORLEANS • SEATTLE • TULSA

## Oyster Brood Stock

(Continued from page 16)

Their size and vigor are sound evidence that they have the qualities which permit them to grow rapidly and to large size under the conditions which obtain in that particular area. Oysters brought in from outside may help; they often have in the past, but it is believed their chief value in most instances lay in the fact that they came from heavily set reefs where competition had resulted in natural selection of the best oysters.

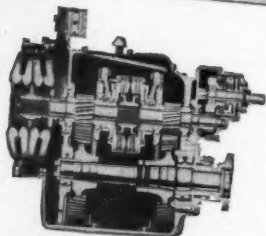
Has science any explanation for the difference between a vigorous fast growing oyster and one that grows slowly? One small contribution to our knowledge comes from study of water pumping rates. We have found in our laboratory that two-year-old naturally selected oysters from the Cape May flats, out-pumped eight to ten-year-old Barnegat Bay oysters. Since the substances for shell building and for fattening in all bivalve mollusks must come from the water pumped through their gills, we may conclude that one expression of greater vigor is the ability to pump more water.

### Should Be Returned to Beds

What then can be done to raise better oysters? It is suggested that our shellfish control boards first determine whether the oyster growers will support a movement for sanctuaries. With a favorable response from the industry, the shellfish control boards could then put a part of the shell planting funds into good parent oysters. Every unusually large, fast growing oyster is worth far more as a breeder than in a stew. It should never leave the area in which it has lived.

A piece of board with three ten-penny nails driven through it would provide a satisfactory gage. Any oyster big enough to rest on all three nails should be turned over to the watch boat and receipt taken. In a few years these oysters, if planted on good bottom, would produce a substantial spawning bed from which superior larvae would come. In periods of heavy setting the offspring of these oysters would crowd out the inferior ones, and these superior offspring, before they went to market, would add several generations of their own.

There is good reason to believe that the 3" law of Maryland, admirable as it is to prevent spat and small oysters from being used for road building, has tended to increase in Chesapeake Bay the proportion of runts or of "dumpy" oysters, as they are called by the British. If an area can be found in the Bay, a cove or river mouth which is fairly isolated from the Bay, where public sentiment will support the movement, it is urged that such a program of selecting good parents be initiated.



### NEW MGH-220 and MGH-340

(illustrated) retaining all famous Twin Disc Features with added fluid drive performance . . . dampens out engine pulsations, absorbs propeller shocks!

Offered with optional HYDRO-TROLL Drive, a unit which varies the fill in the fluid coupling thus, in effect, increasing effective gear reduction so engine can turn at non-fouling speed, even when propeller rpm is cut to trolling requirements.

MGH-220 is rated at 185 hp at 1800 rpm for continuous duty; up to 230 hp at 2100 rpm intermittent. MGH-340 is rated at 315 hp at 1200 rpm.



# Fish Landings

## For Month of October

Hailing fares. Figure after name indicates number of trips.

### BOSTON

Acme (4)	66,200	Maria Christina (6)	25,900
Addie Mae (5)	31,800	Maria Del S. (5)	28,800
Adventure (3)	171,000	Maria De Trepani (1)	14,000
Adventurer (1)	78,000	Maria Giuseppe (3)	7,000
Agatha & Patricia (4)	61,800	Marietta & Mary (3)	45,500
Alphonso (7)	24,700	Marjorie (3)	36,100
American Eagle (3)	70,100	Marjorie Parker (1)	43,500
Angie & Florence (3)	48,600	Marsala (5)	86,200
Annie & Josie (5)	39,800	Mary & Jennie (5)	39,700
Arlington (1)	85,000	Mayflower (3)	21,300
Assertive (3)	231,900	M. C. Ballard (3)	207,700
Atlantic (3)	235,600	Michael G. (3)	27,600
Ave Maria (Dragger) (4)	27,300	Michigan (2)	261,600
Ave Maria (O. Tr'ler) (2)	130,200	Nancy B. (3)	100,900
Barbara C. Angell (3)	131,800	Natale III (1)	10,700
Bay (3)	255,000	Neptune (3)	265,000
Bonnie (2)	184,700	Nova Antonio (7)	32,700
Bonnie Lou (3)	205,500	Nyanza (2)	16,500
Brighton (2)	133,500	Nyeda (1)	16,500
California (2)	39,000	Ohio (2)	148,700
Calm (1)	99,600	Olympia (3)	97,300
Cambridge (2)	171,000	Olympia La Rosa (4)	152,800
Carmela Maria (4)	46,500	Pam Ann (3)	227,500
Catherine B. (Dragger) (3)	94,800	Plymouth (3)	234,400
Catherine B. (L. Tr'ler) (7)	44,900	Princess (4)	19,200
Catherine T. (2)	86,800	Quincy (3)	228,100
Cigar Joe (3)	48,200	Racer (3)	194,600
Comet (2)	119,900	Raymonde (1)	76,400
Crest (2)	156,600	Red Jacket (3)	276,600
Diana C. (4)	59,100	Robert & Edwin (5)	18,600
Dorchester (1)	111,200	Roma (5)	28,100
Drift (3)	278,600	Rosalie D. Morse (2)	118,700
Eddie & Lucy M. (1)	1,100	Rosemarie (1)	19,000
Eddie & Lulu M. (3)	19,100	Rosie (5)	61,800
Eleanor (1)	26,000	Rosie C. (4)	16,700
Elizabeth B. (2)	147,000	Rush (3)	204,200
Esther M. (3)	253,400	Sacred Heart (6)	38,700
Familia (3)	27,100	St. Anna (6)	29,500
Flying Cloud (3)	309,000	St. Francis (1)	3,200
4-C-688 (5)	18,700	St. Michael (4)	17,100
4-G-370 (5)	28,700	St. Peter (1)	34,600
4-G-873 (5)	25,500	St. Rosalie (1)	20,100
4-H-823 (7)	39,900	San Antonio (7)	32,700
4-R-630 (4)	17,000	San Antonio II (4)	40,200
Francesca (7)	40,000	San Calogero (5)	68,900
Ida & Joseph (1)	22,000	Santa Maria (3)	87,000
Iva M. (2)	36,900	Santa Rita (8)	63,100
J. B. Junior (2)	12,000	Santa Rosalia (3)	15,700
J. B. Junior (3)	251,000	Santina D. (3)	59,300
J. B. Junior II (3)	16,700	Santo Antonino (1)	33,000
Jennie & Lucia (1)	14,500	Santo Antonio (1)	9,200
Joe D'Amrosio (3)	19,300	Sarah M. (4)	18,500
Josephine P. (L. Tr'ler) (7)	47,700	Savoia (8)	60,800
Josephine P. II (3)	64,600	Sebastiana C. (3)	69,100
Josie M. (5)	39,900	Shirley & Roland (1)	15,200
Leonarda (7)	21,300	Six Bros. II (2)	3,900
Leonard & Nancy (4)	189,400	Surge (1)	53,800
Liberty Belle (3)	38,800	Texas (2)	139,700
Little Nancy (4)	105,700	The Albatross (3)	238,900
Little Sam (2)	25,500	Thomas Whalen (2)	176,000
Lorine III (1)	16,800	Two Pals (5)	32,100
Lucky Star (2)	135,600	Uncle Guy (1)	12,600
Lynn (3)	276,700	Wave (2)	213,000
Mabel Mae (3)	199,800	Weymouth (3)	236,100
Madonna (1)	26,800	Wm. J. O'Brien (3)	238,500
Madonna De Trapani (4)	29,700	Winchester (3)	309,400
Maine (2)	207,000	Winthrop (3)	187,200
Margaret & Marie (2)	13,200	Wisconsin (3)	324,200
Margaret Marie (1)	9,000	Yankee (5)	64,800

### PORTLAND

Agnes & Elizabeth (3)	138,000	Lilo (4)	4,700
Alice M. Doughty (2)	69,900	Louise (2)	290,000
Althea (2)	41,900	Nora Sawyer (1)	1,600
Andarte (4)	85,100	Ocean Wave (2)	30,000
Annie Louise (1)	2,700	Onward III (1)	3,500
Araho (2)	80,500	Polaris (1)	180,000
Belle Isle (2)	16,800	Powhatan (1)	17,000
Carolyn & Friscilla (4)	81,000	Queen of Peace (2)	24,400
Cecil W. (2)	41,900	Resolute (3)	98,400
Challenger (3)	7,100	Richard J. Nunan (3)	141,900
Clara Louise (2)	234,300	Silver Bay (2)	340,000
Eagle (2)	390,000	Theresa R. (2)	153,900
Elmor & Jean (3)	74,500	Thomas D. (2)	210,000
Ethelina (4)	173,600	Trinity (2)	21,900
Evzone (5)	82,400	Vandal (3)	115,400
Geraldine & Phyllis (2)	129,100	Vida E. (3)	13,000
Lawson (2)	34,100	Voyager (6)	157,200

### Scallop Landings (Gallons)

Adele K. (2)	1,555	Monte Carlo (1)	1,111
Mary Canas (1)	1,111	Nantucket (1)	989

For any marine purpose . . .

## CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p.

Model K, 95 h.p.

Model KL, 105 h.p.

Model KBL, 131 h.p.

Model M, 130 h.p.

Model ML, 145 h.p.

Model MBL, 158 h.p.

Model W, 160 h.p.

**RUGGED** Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

### READ WHAT USERS SAY!



Luis Patron

"I have installed Chris-Craft Marine Engines in my fleet of fishing boats, which I own and operate here in Mazatlan," writes Luis Patron, Mazatlan, Sinaloa, Mexico. "My boats go out every day, 9 hours daily, for 5 or 6 months out of the year. I want to congratulate you on the excellent performance and lasting qualities of your engines. I am so satisfied, I wouldn't consider using anything but Chris-Craft Marine Engines in my future boats."

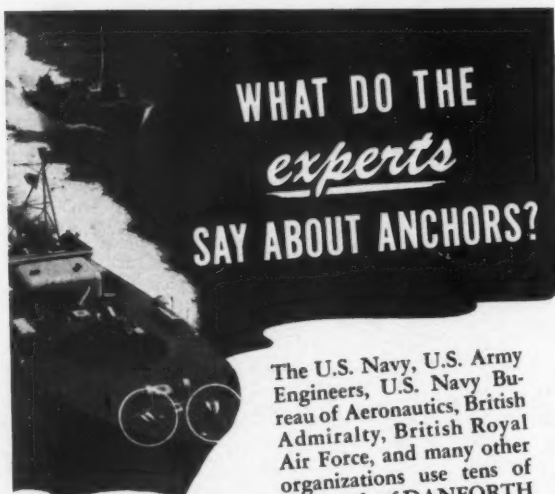
**Fishermen!** Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for **FREE** catalog.

# Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS



## WHAT DO THE *experts* SAY ABOUT ANCHORS?

Experimental aluminum-hulled PT's carrying DANFORTH ANCHORS. Danforths have been used for their light weight and dependable holding power on naval vessels in operations around the world.

The U.S. Navy, U.S. Army Engineers, U.S. Navy Bureau of Aeronautics, British Admiralty, British Royal Air Force, and many other organizations use tens of thousands of DANFORTH ANCHORS because of their *superior tested holding power*. We therefore urge you to anticipate your needs as far as possible... order your DANFORTH ANCHORS now!

### DANFORTH ANCHORS

2137 ALLSTON WAY, BERKELEY 4, CALIF.

## From the standpoint of METAL ALONE...



## MICHIGAN MACHINED-PITCH PROPELLERS

ARE **Better BUYS!**

"MICHALLOY-K", the special alloy of which all MICHIGAN propellers are made is far more resistant to corrosion and electrolysis than the materials from which other propellers are made. Hence, long after the conventional wheel has gone to pot, a MICHIGAN wheel continues to give perfect service. Next time you need a propeller buy a MICHIGAN. You'll not only save on replacement, but also get smoother, more economical performance, for these wheels are built to convert every bit of H.P. into effective thrust.



(up to 60")

**MICHIGAN WHEEL COMPANY**  
GRAND RAPIDS 3, MICHIGAN

## GLOUCESTER

Alden (3)	15,000	Little Flower (7)	120,000
Aliburton (1)	7,000	Little Joe (1)	4,000
Alvin T. Fuller (2)	210,000	Little Sam (1)	2,500
American Eagle (1)	5,000	Lois T. (4)	34,000
Anna Guarino (4)	19,000	Madame X (4)	19,000
Anna & Marie (2)	6,000	Madonna (3)	35,000
Annie (7)	32,000	Manchanoek (2)	96,000
Annie II (3)	7,000	Manuel F. Roderick (2)	195,000
Anthony & Josephine (7)	133,000	Margie & Roy (5)	4,500
Atlantic (1)	8,000	Margie L. (4)	60,000
Ave Maria (1)	14,000	Maria Immaculata (6)	103,500
Baby Rose (2)	228,000	Marie & Winifred (2)	47,500
Benjamin C. (2)	390,000	Marion & Alice (2)	175,000
B. Estelle Burke (1)	55,000	Mary (5)	44,000
Bonaventure (1)	167,000	Mary Alice (4)	9,000
Brookline (2)	400,000	Mary & Josephine (2)	365,000
California (3)	21,000	Mary E. (2)	21,000
Capt. Drum (2)	10,000	Mary F. Curtis (2)	242,000
Cara Cara (2)	242,000	Mary Jane (2)	245,000
Carlo & Vince (6)	77,000	Mary Rose (2)	260,000
Carol Anne (3)	391,000	Mayflower (1)	3,000
Catherine (4)	45,000	Michale F. Dinsmore (2)	219,000
Catherine Amiraunt (1)	180,000	Mocking Bird (1)	80,000
Catherine L. Brown (1)	140,000	Mother Ann (2)	511,500
Chanco (1)	90,000	Natale III (3)	18,000
Charlotte M. (1)	115,000	No More (1)	7,000
Chebeague (5)	65,000	Novelty (6)	37,000
Cherokee (2)	107,000	Nyoda (1)	7,000
Cigar Joe (1)	6,000	Olivia Brown (2)	44,000
Clipper (3)	439,000	Paul Howard (2)	244,000
Conquest (2)	310,000	Phyllis & Mary (5)	32,000
Curlew (3)	485,000	Pilgrim (2)	302,000
Dale (1)	6,000	Pioneer (3)	36,000
Dartmouth (2)	200,000	P. K. Hunt (2)	140,000
Dawn (6)	21,000	Positive (2)	285,000
Dolphin (2)	231,000	Priscilla (3)	3,000
Doris F. Amero (2)	47,000	Providenza (3)	28,000
Doris H. (4)	32,000	Puritan (1)	115,000
Doris Tamerio (1)	48,000	Raymonde (2)	39,000
Edith L. Boudreau (2)	108,000	R. Eugene Ashley (1)	10,000
Eleanor (2)	4,500	Rita B. (2)	25,000
Emily Brown (1)	160,000	Romerly (1)	2,500
Estrela (1)	130,000	Ronald & Mary Jane (2)	318,000
Eva M. Martin (2)	2,500	Rose & Lucy (4)	20,500
Eva II (1)	8,000	Rosemarie (5)	15,000
Evelina M. Goulart (2)	92,000	Rosemary (2)	10,000
Falcon (5)	75,000	Rosie (1)	3,000
Famiglia (1)	6,000	Rosie & Gracie (2)	29,000
Felicia (2)	410,000	Sacred Heart (3)	45,000
Florence & Lee (2)	350,000	St. Anthony (2)	327,000
Florence & Lucy (1)	170,000	St. George (2)	410,000
Frances R. (1)	15,000	St. John (3)	14,000
Francis L. McPherson (3)	457,000	St. Mary (9)	128,000
Frankie & Rose (4)	44,000	St. Nicholas (2)	365,000
Gaetano S. (1)	145,000	St. Peter (4)	223,000
Gertrude (1)	8,000	St. Peter II (1)	165,000
Gertrude E. (1)	6,000	St. Providenza (2)	15,000
Golden Eagle (2)	265,000	St. Rosalie (2)	25,000
Hazel B. (2)	245,000	St. Victoria (3)	159,000
Hilda Garston (1)	84,000	Salvatore (3)	6,100
Holy Family (2)	256,000	Salvatore & Grace (2)	38,000
Holy Name (3)	38,000	Santa Lucia (4)	33,000
Husler (2)	53,000	Santina D. (1)	12,000
Ida & Joseph (2)	11,000	Sea Queen (1)	80,000
Immaculate Conception (4)	55,000	Sebastiana C. (1)	5,000
Irma Virginia (5)	61,000	Serafina N. (7)	8,000
Isabelle J. II (2)	8,000	Serafina II (4)	15,000
Jackie B. (2)	45,000	Skilligolee (1)	34,000
Jackson & Arthur (5)	53,000	South Sea (1)	35,000
J. B. Junior (7)	87,500	Sunbeam (2)	30,000
Jean & Patricia (1)	15,000	Sunlight (2)	297,000
Jennie & Julia (4)	63,000	Superior (2)	100,000
Johnny Baby (5)	30,500	Sylvester Whalen (2)	320,000
Jorgina Silveira (1)	6,000	Theresa M. Boudreau (2)	383,000
Joseph & Lucia (2)	317,500	Tina B. (1)	50,000
Joseph S. Mattos (2)	183,000	Trimembral (6)	63,500
Josie II (3)	17,000	Uncle Guy (4)	106,000
Julie Ann (2)	345,000	Viola D. (3)	34,000
Killarney (2)	340,000	Virginia Ann (3)	36,700
Kingfisher (1)	220,000	We Three (4)	72,000
Lady of Good Voyage (2)	194,000	White Owl (4)	17,500
Linda B. (2)	12,000	Whitstone (1)	7,000
Linda D. (2)	12,000	Wild Duck (1)	150,000

## NEW YORK

Carl J. (2)	28,500	Portugal (2)	23,000
Carol & Dennis (1)	14,200	Pvt. Frank Kessler (2)	10,300
Felicia (1)	50,000	Rita (1)	8,500
John G. Murley (1)	46,000	Rita (Conn.) (1)	23,000
Mabel Susan (1)	11,500	Russell S. (1)	10,100
Mildred & Myra (2)	19,000	St. Rita (1)	10,000
New England (1)	6,400	Susan (1)	14,000
Our Gang (2)	29,200	Teresa & Jean (1)	39,600
Patsy (1)	3,500	Theresa (1)	9,200

## Scallop Landings (Gallons)

Beatrice & Ida (1)	1,000	New Dawn (1)	700
Benjamin Bros. II (1)	375	Norseman (2)	1,505
Bright Moon (1)	450	Olive M. Williams (1)	725
Buzz & Billy (2)	2,100	Phyllis J. (1)	392
Catherine C. (1)	1,100	Rainbow (1)	950
Falcon (1)	45	Reid (1)	900
Florence B. (1)	800	Rosalie F. (1)	700
Friendship (1)	800	St. Rita (1)	450
Gloria F. (2)	1,550	Sally & Eileen (1)	700
Gud Yontiff (1)	1,000	S #31 (1)	650
Midway (1)	225	The Queen (2)	2,000
Miriam A. (2)	2,100	Victoria (1)	200
Muskegon (1)	225	Whaling City (1)	1,000

## NEW BEDFORD

Adventurer (4)	100,600	John G. Murley (2)	41,000
Alva (1)	5,500	June Bride (4)	82,900
Alva L. Beal (1)	4,700	Junojaes (3)	102,700
Anastasia E. (2)	18,500	Katie D. (3)	131,000
Angeline (1)	4,400	Kelbarsam (2)	18,700
Anna C. Perry (2)	41,500	Lera G. (2)	14,000
Annie M. Jackson (2)	24,500	Liberty (1)	10,200
Arnold (1)	8,700	Louisa O. (1)	1,700
Arthur L. (3)	87,800	Maria-Julia (2)	17,200
Austin W. (2)	30,500	Martha Murley (1)	20,000
Barbara M. (3)	37,700	Mary & Joan (3)	149,000
Capt. Deebold (2)	38,400	Mary J. Hayes (2)	63,000
Carl Henry (3)	154,000	Mary M. (2)	19,700
Chas. E. Beckman (4)	60,700	Minnie V. (4)	41,500
Connie F. (2)	66,000	Molly & Jane (3)	73,700
Dauntless (4)	54,900	Noreen (3)	121,600
Driftwood (3)	15,500	Paulina (3)	108,700
Ebenezer (1)	6,900	Pauline H. (3)	233,400
Edith (1)	14,500	Phyllis J. (4)	47,000
Elva & Estelle (1)	1,600	Plymouth Belle (3)	44,800
Etta K. (1)	31,000	Princess (1)	22,000
Eugene & Rose (3)	54,600	Reliance (1)	2,100
Eunice-Lillian (3)	67,400	Rosemarie V. (3)	50,300
Felicia (2)	75,200	St. Ann (1)	20,000
Gannet (3)	159,400	St. Anne (2)	49,800
Gertrude D. (3)	69,500	Sandra & Jean (2)	51,500
Gladys & Mary (4)	150,300	Sea Fox (5)	96,100
Growler (2)	67,600	Sea Hawk (5)	70,800
Harmony (3)	46,400	Shannon (3)	31,700
Helen B. (5)	54,400	Solveig J. (2)	84,600
Hope (3)	13,100	Sonya (3)	69,200
Hope II (2)	33,000	Stanley B. Butler (3)	152,000
Huntington Sanford (2)	15,600	Susie O. Carver (3)	27,700
Idlewild (1)	2,300	Teresa & Jean (2)	111,000
Invader (4)	98,200	Three Pals (4)	37,300
Irene (1)	8,500	Two Bros. (NB) (4)	45,900
Ivanhoe (3)	61,800	Two Bros. (RI) (4)	37,800
Jacintha (3)	145,500	Venture 1st (4)	106,100
Janet Elise (3)	18,400	Victor Johnson (4)	73,200
J. Henry Smith (1)	5,500	Viking (NB) (4)	114,700
Jimmy Boy (1)	26,200	Virginia (3)	108,000
Joan & Tom (3)	48,200	Whaler (3)	110,000
Joan & Ursula (4)	92,600		

### Scallop Landings (Gallons)

Abram H. (2)	1,999	Malene & Marie (1)	1,055
Agda (2)	2,025	Malvina B. (1)	1,125
Alpar (3)	2,535	Maridor (2)	1,725
Amelia (3)	3,175	Marie & Katherine (2)	1,215
Antonina (2)	1,625	Marmax (3)	3,375
Barbara (3)	1,555	Mary & Julia (2)	2,065
Beatrice & Ida (1)	200	Mary Anne (3)	2,515
Bobby & Harvey (2)	1,680	Mary E. D'Eon (2)	1,275
Bright Star (3)	1,788	Mary J. Landry (1)	650
Carol & Estelle (2)	1,833	Mary Tapper (2)	1,168
Catherine & Mary (3)	1,490	Moonlight (3)	3,366
Charles S. Ashley (1)	1,022	Nancy Jane (1)	1,125
Daggy (2)	1,400	Newfoundland (2)	1,325
Doris Gertrude (2)	1,236	Palestine (1)	1,125
Dorothy & Mary (2)	1,400	Pearl Harbor (2)	1,260
Eleanor & Elsie (2)	2,291	Pelican (1)	1,000
Elizabeth N. (2)	2,250	Porpoise (2)	2,250
Empress (2)	1,625	Quest (2)	972
Ethel C. (2)	2,225	Red Start (3)	2,925
Fairhaven (2)	2,075	Richard J. Lance (1)	555
Falcon (2)	978	Ronald & Dorothy (2)	1,155
Flamingo (2)	1,925	Rosalie F. (1)	1,125
Fleetwing (2)	2,225	Sea Hawk (2)	1,252
Francis J. Manta (1)	800	Sea Ranger (2)	2,325
Friendship (1)	500	Smilya (2)	2,250
Janet & Jean (3)	2,315	Sunapee (1)	600
Jerry & Jimmy (3)	3,375	The Friars (2)	1,975
Josephine & Mary (3)	3,435	3 & 1 & 1 (1)	555
Julia K. (1)	400	Ursula M. Norton (1)	1,111
Kingfisher (3)	3,375	Virginia & Joan (1)	300
Lainee K. (2)	1,000	Vivian Fay (3)	2,750
Liboria C. (2)	1,210	Wamsutta (3)	2,047
Linus S. Eldridge (2)	2,100	Wm. D. Eldridge (2)	2,250
Louis A. Thebaud (2)	1,625	Wm. H. Killigrew (2)	2,150
Lubenray (3)	1,886		

## WOODS HOLE

Alva (1)	600	Judy Sue (1)	1,900
Angeline (1)	1,400	Kelbarsam (1)	3,900
Annie Louise (4)	17,400	Lillian B. (2)	1,700
Arnold (3)	28,400	Little Chief (1)	2,100
Automatic (3)	16,000	Madeline (2)	11,200
Barbara M. (1)	1,500	Morning Star (1)	2,100
Bernice (3)	9,400	Nancy S. (3)	9,000
Carl Henry (1)	8,500	Paroiss (1)	1,900
Christine & Dan (2)	17,300	Portugal (1)	1,400
Clara C. (3)	4,300	Priscilla V. (3)	55,500
Dolly & David (4)	12,700	Resolute (2)	5,400
Dorothy & Everett (4)	11,800	Roann (3)	39,400
Etta K. (3)	14,600	St. Anthony (2)	1,500
Eugene H. (2)	59,700	Southern Cross (3)	18,900
Five Sisters (1)	1,700	3 & 1 (1)	1,000
Genevieve D. (3)	3,500	Three Bells (2)	10,100
Helen Mae (1)	1,200	Two Bros. (1)	600
Irene (4)	20,700	Wm. Chesebrough (1)	5,300
Jenny (2)	19,600		

### Scallop Landings (Gallons)

B & E (1)	1,037	Olive M. Williams (1)	879
Mary R. Mullins (1)	357	Rosalie F. (1)	58
Nancy Jane (1)	100	R. W. Griffin, Jr. (2)	2,250

# WIRE ROPE



**You'll get top dependability  
and save money with  
ROEBLING ropes**

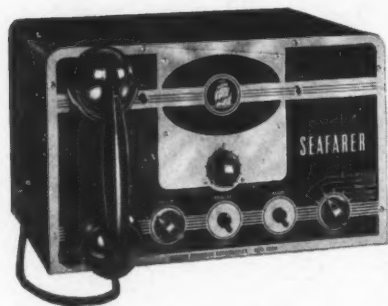
YOU'LL FIND IT PAYS to specify Roebling Wire Rope for standing rigging, trawler lines and every other marine requirement. Roebling has always been the best-known maker of wire rope for the fishing fleets. Every step in making the steel and in drawing and stranding the wire is precision-controlled to assure you rope that lasts longer and costs less in service.

There's a complete line of Roebling Wire Rope. Have your Roebling Field Man recommend the right ropes for top efficiency and economy. Write or call him at your nearest Roebling branch office. John A. Roebling's Sons Company, Trenton 2, New Jersey



# ROEBLING





SMALL • POWERFUL • EASY-TO-USE

## HUDSON AMERICAN'S SEAFARER II

A Multi-purpose Marine Radio Telephone  
for medium size Yachts and Commercial Fleets

For its size, here's the most powerful marine radio telephone ever developed . . . small and compact (9" high, 15" wide, 9" deep), yet with a power output rated conservatively at 35 watts! The Seafarer has five easy-to-use channels: two Ship-to-Ship bands; one Coast Guard for emergency; and two Harbor Telephone Stations. Both transmitter and receiver are crystal-controlled to assure absolute on-frequency at all times—both switch to the desired frequency simultaneously!

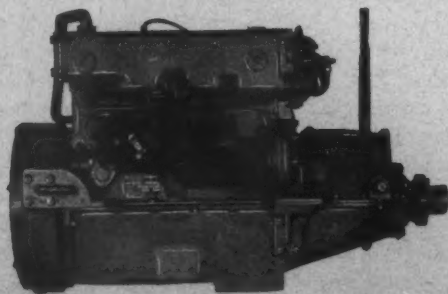


There's a Hudson American model for every radio marine purpose. See your local dealer, or write for further information.

### HUDSON AMERICAN CORPORATION

A subsidiary of Claude Neon, Inc.  
25 West 43rd Street New York 18, N. Y.

## NEW LATHROP LH-MASTER 70 HP. AT 2500 R.P.M.



A brand-new four-cylinder, four-cycle model with over-all length of only 38 1/2 inches. Cubic-inch displacement: 214. Weight 795 lbs. Write today for full details about the LH-Master or any of our

19 MODELS • 20 to 200 HP. • GASOLINE AND DIESEL



## STONINGTON, CONN.

America (12)	33,500	Marise (12)	17,400
Bette Ann (8)	5,400	Mary A. (14)	14,500
Betty Boop (8)	12,400	Mary H. (9)	6,000
Carl J. (3)	23,900	New England (2)	8,100
Carol & Dennis (4)	1,400	Old Mystic (9)	12,000
Carolyn & Gary (14)	18,300	Our Gang (2)	7,400
Connie M. (15)	18,200	Pete L. (3)	1,400
Eleanor (4)	1,500	Pvt. Frank Kessler (3)	17,800
Fairweather (14)	31,800	Ranger (8)	26,200
Fatima (2)	600	Rita (4)	15,900
Five Sisters (1)	1,800	Russell S. (4)	18,400
Harold (13)	8,100	St. Peter (10)	7,600
Irene & Walter (6)	7,600	Stormy Weather II (2)	5,100
Jane Dore (10)	7,500	Theresa (4)	21,800
Lindy (4)	5,200	Vagabond (8)	16,600
Lisboa (11)	9,900	William B. (8)	30,600
Little Chief (1)	3,400	Wm. Chesebrough (5)	35,500

## Maryland to Tax Oysters Taken From State-Planted Bars

Plans of the Maryland Tidewater Fisheries Commission to revive an old tax to help pay for cultivating oyster beds were announced by Commission Chairman Arthur H. Brice on October 23.

Maryland watermen who take or buy oysters from a State-planted area off Love Point in Queen Anne County will have to pay the 20¢ per bushel closed-area tax this season. The tax is designed to recover expenses.

A new long-range shell and seed oyster planting program has been started on the public beds and bars of Maryland under the guidance of the Tidewater Fisheries Commission. The new plan, which has seen the planting of over one million bushels of shells and seed oysters since April, has been about completed for the season.

For the first time in the history of the State, a system of Fall planting was started this year with over 200,000 bushels of seed oysters being planted in the waters of the Chesapeake Bay and tributaries. Heretofore, when seed stocks were not as abundant, practically all planting was held off until Spring.

### Oysters Bringing High Prices

With the third week of the second "R" month, more than a score of oyster packing houses were in operation in Crisfield.

Tongers reported shell stock on the public bars and rocks was somewhat scarcer than for a number of years. Therefore, with the scarcity and a good demand for the shucked bivalves, oysters were bringing high prices. Tongers say the few oysters they are catching are of good quality.

### Opening and Closing of Oyster Areas

All the oyster dredging area adjacent to the Eastern Shore, north of the Chesapeake Bay Bridge and south of Chester River, including Long Point and Broad Creek Bars, was opened November 1 by the Maryland Tidewater Fisheries Commission, and will continue open until further notice.

The following area in Holland Straits was opened to tongers on November 5: From Holland Island Light, north to the southernmost portion of Holland Island thence along the eastern shore to the northernmost point on Holland Island then east to the northernmost point of Spring Island thence east to the northernmost point on South Marsh Island thence south to the southernmost point of South Marsh Island thence west to Holland Island Light, the point of beginning. All of that remaining area of Holland Straits not reserved for tongers has been opened to dredging.

A tax of 20¢ per bushel in addition to the regular inspection tax will be collected to defray the costs of planting the aforementioned areas.

From November 1 until further notice the following oyster dredging area will be closed: That portion of the Chesapeake Bay within a three-mile radius of Sharps Island Light which includes the oyster bars, Stone and Clay Bank, as defined on the Oyster Charts of 1906-1912.

## Canadian Report

By C. A. Dixon

In southern New Brunswick, particularly in the St. Andrews Bay region, sardines have been plentiful for several weeks following the unexpected strike in August. Weirs have made a lot of money for their owners, in some cases around 2,000 hogsheads having been taken up to the middle of October or a little later, with the fish bringing \$20.00 a hogshead, and \$4.00 worth of herring scales from each hogshead.

Practically all the weirs in the St. Andrews area caught sizable lots of fish, and some are still catching them. Not to be outdone by their "neighbors across the Bay" Deer Island weirmen perked up during the month and did quite a stunt catching sardines. Toward the close of the month one weir near the Irish Channel area presented its owners with no less than 500 hogsheads of sardines of excellent quality, as a big school of fish moved into the weir and adjacent cove where a shut-off trapped the fish in jig-time. This catch yielded \$12,000, provided they were all saved. After fish are trapped it is not sure that they can be "saved", for silver hake and other enemies can drive out a lot of fish in a little time.

Most of the weirs around Deer Island have been catching smaller quantities, and even 10 or 12 hogsheads are most welcome to the weir operators. The demand for sardines is unlimited, both the Maine and New Brunswick packers being out to buy all the fish they can handle. Owing to the size of the fish not so many can be canned daily as was the case last year when the fish were large—too large for sardine requirements—but the only kind available at the time. This year the fish have been consistently smaller, just the right size for packing.

### Lobster Fishing Season Opens

Lobster fishermen are very busy getting ready for the opening of the Fall fishing season on November 15. Tens of thousands of traps will be set out at Grand Manan, St. Andrews Bay and along the southern New Brunswick shore from L'Etete to Saint John. There seems to be more activity this year than in other years.

### Newfoundland Deficiency Payments

The deficiency payment authorized by the Canadian Federal Government on Newfoundland shore-caught salted codfish, also that of Labrador, in the year 1950, will not be required this year owing to improved market conditions. The deficiency payment for 1950 will amount to \$1.30 a quintal on an estimated production of 645,000 quintals of all grades and sizes of shore-caught fish. The money will go direct to the fishermen in Newfoundland who sold such fish, regardless of what price they received from their merchants. In October forms were received at Ottawa from 8,500 sellers, with more to come. It is said that 20,000 fishermen will benefit from the payment.

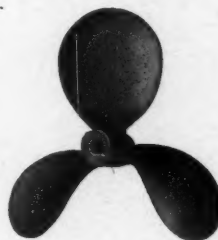
A deficiency payment of 85 cents a quintal will also be paid to producers of semi-dry Labrador codfish. The payment will be made on about 51,000 quintals, and it will increase the price to the fishermen to \$7.85 from the \$7.00 originally guaranteed by the Canadian Government.

### Pollock Prices High

Residents of Charlotte County, N. B., coastal districts, who for generations past, have depended upon slack-salted pollock as a staple article of diet during the Winter months, will get this salt dried fish after all, in spite of doubts held by many that no fish would show in October. Fishermen have been catching from 10 to 30 fish some days. The fish bring high prices. L'Etete fishermen have been selling them for from \$1.00 to \$1.25 or \$1.40 each slack-salted and dried. For many years the fish brought only 10 or 15 cents each. Now they are in the luxury food classification.

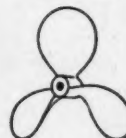
## EXPERT RECONDITIONING ON PROPELLERS OF ALL SIZES

PRECISION EQUIPMENT and expert workmen insure an accurate repair job. We guarantee our work. Estimates gladly furnished. Send your damaged propeller to us for free inspection and report.



WE MANUFACTURE PROPELLERS  
52" DIAMETER AND LARGER

**HYDE**  
PROPELLERS



HYDE WINDLASS COMPANY, Bath, Maine

## TOWER'S "FISH BRAND" NEOPRENE



There's never been a waterproof built that affords the protection that the new TOWER'S FISH BRAND NEOPRENE garments give fishermen. In addition to meeting the exacting needs of commercial fishermen for solid comfort, freedom of movement and durability, TOWER'S NEOPRENE gives fishermen who also require special protection from oils, greases and ordinary acids that extra resistance and service.

In addition to regular FISH BRAND oiled and Arrow Brand rubber jackets, pants, three quarter coats, hats, aprons and sleeves all good dealers carry the TOWER'S NEOPRENE coated garments or can get them for you.

FREE FOLDER SHOWING ALL STYLES ON REQUEST.  
ADDRESS DEPARTMENT AF.



**A. J. TOWER CO.**

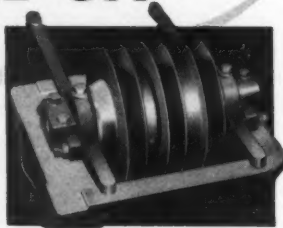
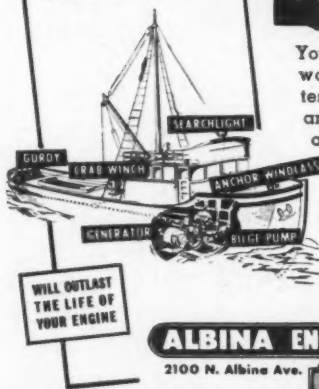
24 SIMMONS ST. BOSTON, MASS.



**ALBINA**

## UTILITY POWER TAKE-OFF

**PUTS POWER  
where  
YOU NEED IT!**



You get more work out of your work boat with this time-tested power take-off. Fits any marine engine, weighs approx. 25 lbs. and will outwear the life of your engine. Hundreds in use from coast to coast. Write for details applying to your particular case.

**ALBINA ENGINE & MACHINE WKS.**

2100 N. Albina Ave.

Portland, Oregon

## GET IN THE SCRAP



Send for this new booklet  
—it tells how you can help  
out in the emergency facing the nation.

Many thousands of manufacturing plants now face serious shortages of steel and products made of steel.

Unless the steel mills and foundries get more scrap iron and steel, it will be impossible to meet current demands for both military and civilian production.

You have the needed scrap—in the form of "idle" iron and steel: obsolete machinery, no-longer-usable jigs and fixtures, chain, gears, pulleys, pipe, etc.

Set up a Scrap Salvage Program in your plant\* and help keep the steel coming! Non-ferrous scrap is needed, too!

\*For copy of "how-to-do-it" booklet, address Advertising Council, 25 W. 45 St., New York 19, N. Y.



**ATLANTIC FISHERMAN**

## Connecticut Has Good Scallop Crop at Niantic and Stonington

Small boats speckled the surface of the Connecticut River Oct. 15, when the Niantic scallop season opened. Selectmen had held back the opening date 15 days to insure a better crop.

On opening day 325 permits were issued, 300 for the three-bushel limit and 25 for single bushels. Fishermen had no trouble getting the limit within a short time after the dawn opening hour. Indications are that the crop is holding out well. Last year 31,000 bushels were taken.

In upper Stonington harbor, the season opened Oct. 1. A three-bushel per person, six-bushel per boat limit was set by the Stonington Town Selectmen who control the waters. The scallops were large and plentiful, and fishermen were still getting the limit a month after opening date. Only hand-scooping is permitted in the upper harbor. Power dredging is allowed in the deep waters of the lower harbor, but the set there was poor this year.

In Little Narragansett Bay on the Connecticut-Rhode Island line, the scallop season opened Sept. 15 with a 15-bushel limit on the Rhode Island side and a 10-bushel maximum daily take on the Connecticut side. Rhode Islanders reported a scanty set and poor results. The Connecticut set seemed larger and more plentiful, but after the first few weeks only the commercial scallopers were working the bay.

### "Carl J." Lands Biggest Trip

An 18,100-pound fare brought into Stonington Oct. 14 by the *Carl J.*, Capt. Walter Buddington, was the largest trip of the month in Connecticut. About 9,000 lbs. of butterfish and 2,000 lbs. of scup made up the majority of the trip.

Highliner at Stonington for the month of October was the dragger *William Chesebrough*, Capt. Joseph Maderia, with total landings of 35,500 lbs. Her biggest trip was landed Oct. 15, when she brought in 9,000 lbs. of scup and 3,600 lbs. of butters.

### New Equipment Installed

Aero-Marine Laboratory, Stonington, has installed a Submarine Signal Fathometer Cadet on the dragger *Mildred W.*, Capt. Carl Wescott, out of Point Judith, R. I. The firm also has put a Bendix depth recorder in Capt. Jack Wescott's *Joyce Ann* of Point Judith. Capt. Roscoe Bacchiocchi's highliner *William B.* is being equipped with Loran at Aero-Marine.

The Noank Marine Exchange has installed a Wilfrid O. White SurEcho depth sounder on Capt. Joe Nano's *Lisboa*, and a 1500-watt Onan generator on the *William D.*, owned by Capt. William D. Parsons, Jr. of Montauk, N. Y.

### Oyster Growers Report Light Set

Connecticut oyster growers generally have not found a good commercial set on their grounds this year. In Westport the planted shells had young oysters on them that appeared to have set about September 1. Small drills have pierced many of the animals. In Bridgeport some set was found.

In New Haven one company had a good set and an early one in the Stony Creek area around the Thimble Islands. Water there is shallow and beds receive a set year after year. However, this piece of ground is too small to provide an adequate supply for the firm's needs. Another company which planted 3 separate areas found nothing on two, but reported a late, light set on the third.

For the past 75 years the H. J. Lewis Oyster Co. of Bridgeport has kept records regarding the grounds on which they have planted shells. Some beds are planted year after year as the current is right and they always get a set. Because they are a good risk, other grounds are planted regularly, in spite of the fact that they only get an occasional set.

New beds are tried occasionally and planted with shells for 3 or 4 years. If no set is obtained they are given up. The Lewis firm plants shells in depths up to 40', and a



set is found quite often at this depth. More recently the best sets have been in 20 to 25' of water.

Usually the oyster seed is moved to a more protected bed before Winter, and the setting bed is cleaned before shell planting time each Spring. Shells on which no set is found are not left on the beds during the Winter but are dredged up and brought back to Bridgeport to be stored at the dock until the following Summer.

Edward Holub of the Lewis firm commented that starfish have disappeared on their beds. A recent one-day haul by one of the Company's boats resulted in a total yield of 6 stars. Ordinarily a dredge will bring up twice that many in one load from a Bridgeport bed.

#### Hagan Is Wolverine Chief Engineer

Albert W. Hagan has returned to Wolverine Motor Works, Inc., Bridgeport, Conn., as chief engineer. He previously held this position for 15 years.

### New Hampshire Doing Experimental Clam Farming at Hampton Falls

Clams are being "farmed" at Hampton Falls, N. H., and according to Osgood R. Smith, biologist in charge of clam investigations for the Fish & Wildlife Service at Newburyport, Mass., the "crops" are pretty good. Smith said the clam farming experiments are being carried on co-operatively with Irving Jones in a slough of Hampton River under grant from the town of Hampton Falls.

The experimenting farmers put down plastic screening to protect the seed clams and brought in some small clams from Scarborough, Me. for transplanting. The transplanting was tried with 50 of the imported youngsters to the square foot in one plot and 25 to the square foot in another. Fine chicken wire was staked down over these beds to keep out green crabs and horseshoe crabs.

A sampling made in July clearly showed the importance of protecting clams from their natural enemies, and corroborated similar findings in Massachusetts experiments. Transplants of 25 to the square foot did better than the heavier planting.

### Controlled Materials Plan

(Continued from page 13)

CMP-4B quarterly with the National Production Authority, Washington, D. C., if he desires to obtain more than 100 tons carbon steel, more than 5 tons alloy steel, more than 500 lbs. stainless steel, more than 2 tons copper products, and more than 1,000 lbs. aluminum.

After the required form has been filed, NPA will issue an allotment, allotment symbol, and preference rating. The applicant is eligible to appeal for more materials by filing supplementary NPA Form CMP-4B with NPA, Washington, D. C.

The requests of boat yards and manufacturers for controlled materials on form CMP-4B usually should be filed by the first day of the first month of the quarter preceding the quarter for which the allotments are being requested. The deadline date set by NPA for the acceptance of applications for controlled materials for the second quarter of 1952 is Dec. 15, 1951.

#### Where to Get Assistance on Problems

For assistance on any problems regarding the Controlled Materials Plan or any other part of the industrial mobilization program, members of the fishing industry may contact one of the Market News offices of the Fish and Wildlife Service. These offices now handle field activities of the Defense Fisheries Administration.

The names, addresses and telephone numbers of the individuals to contact at the various offices are as follows: J. J. O'Brien, 10 Commonwealth Pier, Boston, Mass., Liberty 2-1513; Henry Bearse, 155 John St., New York, N. Y., Beekman 3-4382; C. D. Stewart, 18 South King St., Hampton, Va., Hampton 3-3369; S. C. Denham, 1100 Decatur St., New Orleans, La., Magnolia 1674; and G. A. Albano, 200 No. Jefferson St., Chicago, Ill., Randolph 6-2183.



## HAULING and REPAIRS

Prompt Service — 5 Railways

# STORY

Marine Railway  
Tel. 3-5601  
South Portland, Maine

## NETS • RAKES • TONGS

Bait Netting - Wire Baskets

Rope - Lobster Pot Heading Twine - Corks

**LARGE STOCK**

*Prompt, intelligent, personal attention to your order*

## W. A. AUGUR, Inc.

35 Fulton Street      New York 38, N. Y.  
BEekman 3-0857



### Apelco

MARINE  
RADIOTELEPHONES

**POPULAR**

Model 30

**ONLY**

**\$346**

(Delivered (eastern  
price slightly higher))

Rugged transmitting tubes put out 16 watts on four crystal-controlled channels. Receiver tunes in broadcast and 2 to 6 mc. marine band. Separate dynamotor power supply; no electrolysis. Write for Apelco catalog No. 351 and name of nearest distributor.

**APPLIED ELECTRONICS COMPANY**

1246 Folsom Street      San Francisco 3, Calif.

## UNIVERSAL TRUE-MARINE

### Electric Plants

For safest, most satisfactory service, get a Universal True-Marine Electric plant. Gasoline and diesel-powered models from 250 watts to 35 KW., AC and DC—for the right model for your boat. Write for catalogs.



Universal  
600 watt model, water-cooled.

## Universal Motor Co.

436 Universal Drive, Oshkosh, Wisconsin

## Commercial Fishing Boats

### New Construction and Repairs

Every facility is offered the fishing fleet for repairs of all kinds and construction of new boats, —two floating dry docks, complete machine shop, electric welding. The plant is particularly well equipped for building steel trawlers. We welcome correspondence.

**LIBERTY DRY DOCK, INC.**

FOOT OF QUAY STREET

BROOKLYN, N. Y.



**AVAILABLE FOR 6, 12, 32, 110 VOLTS**

## BOWERS

Dependable

### HEAVY DUTY MARINE BATTERIES

for

- STARTING • LIGHTING
- POWER • RADIO

Featuring extra heavy, specially designed, long life positive plates! The extra RESERVE POWER built into every Bowers Marine Battery is the result of 39 years of successful battery-building EXPERIENCE.

Phone, write or wire

BOWERS BATTERY & SPARK PLUG COMPANY • READING, PENNA.

# NORTHILL ANCHORS



3 to 105 lbs. for boats to 80 ft.

- SAFE they hold fast in any blow
- EASY to break out. Can't bury themselves
- LIGHT WEIGHT easy to handle and stow

NORTHILL COMPANY INC. LOS ANGELES 45, CALIFORNIA • Subsidiary of the GARRETT CORP.

**NEW 30 H.P. MARINE DIESEL**



"RED WING" Diesels from 30 H.P. to 200 H.P.



Full line of Gasoline and Diesel Types 7 H.P. to 200 H.P.

This latest development in Marine Diesel Engines by "Red Wing" will give you Smooth, Dependable Power for a long time to come. Write for descriptive bulletins covering diesel and gasoline models from 7 H.P. to 200 H.P.

**RED WING MOTOR CO., RED WING, MINNESOTA**

## Vineyard Bailings

By J. C. Allen

As we write up this log for the month previous we wonder what we will have to say a year from now, if we are still among those present and able to take observations. For we are witnessing strange things, we believe, and the old order is truly changing unless we are wholly cockeyed.

Dealing with all routine matters, which includes the otter-trawling in all its branches and departments, October was neither good nor bad, as reckoned by present-day standards. The gang got some fish, and while we wouldn't say that things were sensational, still the variation from the year before wasn't too great. It was just that things were different. True, their catch ran to the regular varieties, flukes and some butters inshore, yellowtails and dabs, offshore. But the water temperatures, which we have harped about for a long time, had their effect on things, and a more marked effect than ever before. Far be it from us to say that it is significant; we may have ten-foot ice in the harbors within a couple of months, but we don't believe it.

### Cod and Haddock Landings Light

These otter-trawls picked up the biggest sting-rays ever seen in our latitudes, and it has been noticeable that even the largest boats landed only a light sprinkling of cod and haddock. If anyone wondered about this, they had only to consider the presence of a bight of the Gulf Stream which drifted and swirled darned near all over Georges Bank. Perhaps it has happened before, but our oldest fishermen swear by the Great Hookblock that it hasn't.

All hands know that the cod dislikes warm water, and that they move with the seasons, seeking a favorable temperature. We do not take these temperatures, and could not say that the water is warmer than usual. But when we get the report from the Ice Patrol, which states that last Spring only three bergs drifted south to a bearing where normally there would have been 50, we have to wonder about these things. Especially as the report suggests as a reason, the continued high temperatures which probably melted these bergs before they arrived at the anticipated bearing.

We have always maintained that the pendulum swings in everything, and it is our profound belief that it is swinging now. Next year's reports from this neck of the ocean are likely to read far differently from any that have been written before in our time.

### Good Run of Bluefish

But the bluefish ran as they have not run before in three to four generations, and all hands had some. Not only was the rod-and-reel fishing good, but for the first time in nearly 50 years, gill-nets were used with good results, and a couple of good hauls were made in trap-gear, which is something unusual, if not unprecedented. These fish ran larger than usual, although by no means as large as they ran 60 to 70 years ago. And now, that the bluefish seem to have really arrived, a move is on foot to prohibit their being taken in nets! In other words, to force the commercial fisherman to take them only with hooks and lines.

### "Protection"

Of course, this plan may not be carried out. Somehow we can't enthuse over it, regardless of what sportfishing may mean as a source of revenue. We like the idea of the seas being free, and if that is old-fashioned, well, so are we! Already the penalty for netting striped bass in Massachusetts is greater than many a manslaughter case draws in the courts. Already we have a change in the

lobster law which could prevent our local men from setting their gear next year. And now they want to "protect" the bluefish, as they say, which really means that they want to crowd the commercial fishermen off the ocean.

#### Laws and Nature

One commercial fisherman said this, during the month: "If this coming Winter is as moderate as the last, I shall not look for any more severe winters in my time." And if the present trend and tendency prevails, he needn't look for any water to fish in either! Selfishness and lack of knowledge, inability to see ahead and visualize actual results, affect many so-called conservation laws, and always have. Just a few months ago a petition for legislation was drafted and signed, which, had it been enacted into law, would have prohibited the seining of bait for eel-pots, which nobody wanted to do.

We hope that those men who are moved to pass laws will study the situation very carefully first. Life presents plenty of problems to most folks as it is, without their neighbors horning in and causing complications. And we still believe that left to herself, Old Dame Nature will take care of most things a damned sight more effectively than man has ever been able to do!

## No. Carolina Shrimpers Want to Organize Pamlico County Union

A group of Pamlico shrimpers have written Capt. Harry L. Everton, president of Local 333-B, United Marine Division of the International Longshoremen's Union, Norfolk, requesting organization of a union in Pamlico County.

Shrimpers there have manifested interest in a union ever since organizational efforts were started at Southport. They are reported to see organization as a possible solution to alleged fixing of prices paid by dealers to shrimpers, a custom broken recently by an independent dealer who is said to have paid as high as 33¢ per pound.

There are an estimated 1,200 shrimping boats of all sizes, from the small one-man outfit to the 75-ft. trawler, which ply Pamlico Sound waters. Some 400 of these vessels have their home base in and near Pamlico County ports.

#### Make Big Rockfish Catches in Croatan Sound

A catch of 22 striped bass or rockfish was made in Croatan Sound off the Manteo Airport October 6 by Capt. Ken Ward's party in the boat *Cherokee*. The rock are of large size this season.

As evidence of this, Capt. Bill Lewark of Kill Devil Hills, fishing in the area, caught 37 fish weighing 90-odd pounds in all, or about two and a half pounds each. He also caught ten rockfish on another day, some of which ran to five pounds each.

Up until about the latter part of November, some of the finest fishing in the Manteo area will be the rock fishing in Croatan Sound. Many times, while fishing for sport, party boat men have sold their day's catch for as much as \$80.

#### Fishermen Rescue Marine Fliers

Two Marine Corps pilots who had parachuted from their plane into Roanoke Sound about midnight on October 7, were rescued the following day by Bill Quidley, Loran Midgett, Herman, Ralph and Cecil Sears, who were working their nets in Manteo Creek. The pilots had made their way across the marsh from Baums Point, where they had waded ashore after standing up in the water all night.

Coming from Dobbins Air Base, Ga., the men had intended to stop at Jacksonville, but flew past it, and got lost in the vicinity of Nags Head. Their gas ran low, and they decided to bail out. After being found by the fishermen, they were taken to Elizabeth City in a Coast Guard helicopter which picked them up at the Manteo Airport.

# ONAN



## MARINE *Electric Plants*

Compact, true-marine design, with built-in safety features. Provide dependable electric power for lights, bilge pumps, radio, appliances, motor-driven equipment on pleasure or work boats. One, two and four-cylinder, heavy-duty water-cooled engines assure long life. Easy to install. 400 to 3,000 watts. A.C., D.C. and Dual-Purpose A.C.-D.C. models.

*Write for Folder*



**D.W. ONAN & SONS INC.**  
 8021 University Ave., Minneapolis 14, Minn.



## COMPLETE REPAIR FACILITIES

Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, etc. Your entire job can be done quickly in our yard by experienced men.

FRANK L. **SAMPLE** JR., INC.  
*Shipbuilders*  
 BOOTHBAY HARBOR, MAINE

**• INCREASE  
YOUR PROFITS**

with the

**"SURECHO"**

60-FATHOM  
DEPTH-SOUNDER


Indicates in feet and fathoms  
Compact — Rugged — Accurate  
For safer navigation

\*Patent applied for. Manufactured by

**WILFRID O. WHITE & SONS, INC.**  
(formerly Kelvin-White Company)  
 216 HIGH ST., BOSTON 10, MASS.

406 Water St.  
Baltimore 2, Md.

40 Water St.  
New York 4, N. Y.




Write for Catalog

# COLUMBIAN

## PROPELLERS & FITTINGS

World's best bronze propellers  
for work or pleasure boats.



You get top performance and speed from your Columbian Propellers. Fine bronze fittings, (stern bearings, shaft logs, rudders, controls). Columbian yacht toilets.

Write for free Catalog  
**COLUMBIAN BRONZE CORP.**  
 Freeport, L. I., N. Y.



# Where-to-Buy Directory

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers

## ANCHORS

- \*Danforth Anchors, 2121 Allston Way, Berkeley, Calif.
- \*Northill Co., Inc., Los Angeles 45, Calif.

## BATTERIES—Storage

- \*Bowers Battery & Spark Plug Co., Reading, Penn.
- "Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
- \*Surrette Storage Battery Co., Salem, Mass.

## BLOCKS

- \*Madesco Tackle Block Co., Easton, Pa.

## BOILERS—Heating & Burners

- Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

## BOOTS

- United States Rubber Co., Rockefeller Center, New York, N. Y.

## CANS

- Continental Can Co., 100 E. 42nd St., New York, N. Y.

## CLOTHING

- \*A. J. Tower Co., 24 Simmons St., Boston, Mass.
- United States Rubber Co., Rockefeller Center, New York, N. Y.

## COLD STORAGE

- Quaker City Cold Storage Co., Philadelphia, Pa.

## COMPASSES

- John E. Hand & Sons Co., 243 Chestnut St., Philadelphia 6, Pa.
- \*E. S. Ritchie & Sons, Inc., 112 Cypress St., Brookline, Mass.
- \*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.
- \*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

## CORDAGE

- American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
- \*Columbian Rope Co., Auburn, N. Y.
- The Edwin H. Filler Co., Philadelphia 24, Pa.
- New Bedford Cordage Co., 131 Court St., New Bedford, Mass.
- Tubbs Cordage Co., San Francisco, Calif.

## DEPTH FINDERS

- Bendix Aviation Corp., Pacific Div., 475 Fifth Ave., New York 17, N. Y.
- Bludworth Marine, 92 Gold St., New York 7, N. Y.
- Kaar Engineering Co., Palo Alto, Calif.
- Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.
- \*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

## DIRECTION FINDERS

- \*Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.
- Bludworth Marine, 92 Gold St., New York 7, N. Y.
- Kaar Engineering Co., Palo Alto, Calif.
- Raytheon Manufacturing Co., 138 River St., Waltham 54, Mass.

## ENGINES—Diesel

- The Buda Co., Harvey, Ill.
- Caterpillar Tractor Co., Peoria, Ill.
- \*Cooper-Bessemer Corp., Mount Vernon, O.
- Cummins Engine Co., Columbus, Ind.
- Cummins Diesel Engines of New England, Inc., 18 Hurley St., Cambridge 41, Mass.
- Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.

The Edson Corp., 141 Front St., New Bedford, Mass.

\*Enterprise Engine & Machinery Co., 18th and Florida Sts., San Francisco 10, Calif.

\*Fairbanks, Morse & Co., Chicago, Ill.

Flagship Engine Co., Lynch Cove, Baltimore 22, Md.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

P&H Diesel Engine Division, Harnischfeger Corp., 100 Lake St., Port Washington, Wis.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

\*The Lathrop Engine Co., Mystic, Conn.

Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.

\*The National Supply Co., Engine Division, Springfield, Ohio.

\*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.

\*Perkins-Milton Co., 376 Dorchester Ave., South Boston 27, Mass.

\*Red Wing Motor Co., Red Wing, Minn.

Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

Tracy Yacht Basin, Inc., 20 Ericsson St., Dorchester, Mass.

Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.

Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

## ENGINES—Gasoline

\*Chris-Craft, Marine Engine Div., Algonac, Mich.

\*Chrysler Corp., 12211 East Jefferson, Detroit, Mich.

Flagship Engine Co., Lynch Cove, Baltimore 22, Md.

Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.

Kermath Manufacturing Co., 5890 Commonwealth Ave., Detroit 8, Mich.

\*The Lathrop Engine Co., Mystic, Conn.

\*Nordberg Mfg. Co., Lincoln Bldg., 60 East 42nd St., New York 17, N. Y.

The Palmer Bros. Engine Corp., River Road, Cos Cob, Conn.

\*Red Wing Motor Co., Red Wing, Minn.

Scripps Motor Co., 5817 Lincoln Ave., Detroit 8, Mich.

\*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## FISHING GEAR

F. J. O'Hara Trawling Co., 211 Northern Ave., Boston 10, Mass.

\*Westerbeke Fishing Gear Co., Inc., 279 Northern Ave., Boston, Mass.

## FLOATS

\*Charles F. Dagle Corp., 163 Orleans St., East Boston 28, Mass.

J. H. Shepherd Son & Co., 1820 East Ave., Elyria, Ohio.

## GENERATING SETS

The Buda Co., Harvey, Ill.

Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan

Hallett Mfg. Co., 1601 West Florence Ave., Inglewood, Calif.

Nap. J. Hudon, 40 Fish Pier, Boston, Mass.

The Harris Co., Portland, Me.

Lister-Blackstone Inc., 420 Lexington Ave., New York 17, N. Y.

\*D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.

\*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.

## GENERATORS

The Imperial Electric Co., Akron, Ohio.

\*D. W. Onan & Sons, Inc., University Ave., S.E., Minneapolis 14, Minn.

## HOOBS

\*O. Mustad & Son, Oslo, Norway.

\*"Pfueger": Enterprise Mfg. Co., 110 Union St., Akron, Ohio.

## LORAN

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

\*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

## NETS

\*W. A. Augur, Inc., 35 Fulton St., New York, N. Y.

Moodus Net & Twine, Inc., Moodus, Conn.

\*R. J. Ederer Co., 540 Orleans St., Chicago, Ill.

The Fish Net & Twine Company, 310-312 Bergen Ave., Jersey City, N. J.

\*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.

Joseph F. Shea, Inc., East Haddam, Conn.

A. M. Starr Net Co., East Hampton, Conn.

## OIL—Lubricating

Esso Standard Oil Co., 15 West 51st St., New York 19, N. Y.

Gulf Oil Corp., Gulf Bldg., Pittsburgh, Pa.

Socony Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.

## PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.

\*International Paint Co., Inc., 21 West St., New York, N. Y.

George Kirby, Jr. Paint Co., 14 Wall St., New Bedford, Mass.

Pettit Paint Co., Belleville, N. J.

\*Pittsburgh Plate Glass Co., Pittsburgh, Pa.

C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., New York 17, N. Y.

## POWER TAKE-OFFS

\*Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

## PROPELLERS

\*Columbian Bronze Corp., Freeport, N. Y.

Federal Propellers, Grand Rapids, Mich.

\*Hyde Windlass Co., Bath, Me.

\*Michigan Wheel Co., Grand Rapids, Mich.

## PROPELLER SHAFTS

The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

## PUMPS

Eco Engineering Co., 12 New York Ave., Newark 1, N. J.

The Edson Corp., 141 Front St., New Bedford, Mass.

Marine Products Co., 515 Lyncaster Ave., Detroit 14, Mich.

## RADAR

Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

## RADIO TELEPHONES

\*Applied Electronics Co., 1246 Folsom St., San Francisco 3, Calif.

\*Hudson American Corp., 25 West 43rd St., New York 18, N. Y.  
 Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.  
 Kaar Engineering Co., Palo Alto, Calif.  
 Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.  
 Standard Electronics Corp., 25 W. 43rd St., New York 18, N. Y.  
 Raytheon Mfg. Co., 138 River St., Waltham 54, Mass.

#### RANGES—Galley

The J. M. Keely Sales Co., P.O. Box 4941, Miami, Fla.

"Shipmate": The Stamford Foundry Co., Stamford, Conn.

"Webbperfection" Elisha Webb & Son Co., 138 S. Front St., Philadelphia 6, Pa.

#### REDUCTION GEARS

Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.

Norlantic Diesel, Inc., Green & Wood Pier, New Bedford, Mass.

Snow-Nabstedt Gear Corp., Weldon St., Hamden, Conn.

\*Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.

G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.

Western Gear Works, 2600 E. Imperial Highway, Lynwood, Calif.

#### RUST PREVENTIVE

Sudbury Laboratory, Box 780, South Sudbury, Mass.

#### SEARCHLIGHTS

The Portable Light Co., Inc., 216 William St., New York 7, N. Y.

#### SHIPBUILDERS

Bristol Yacht Bldg. Co., So. Bristol, Me.

Diesel Engine Sales Co., Inc., St. Augustine, Fla.

Gibbs Corp., Jacksonville, Fla.

\*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.

Muller Boat Works, Inc., East 69th St. and Ave. V., Brooklyn 34, N. Y.

\*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.

\*Story Marine Railway, So. Portland, Me.

#### SILENCERS

John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.

#### STEERING GEAR

The Edison Corp., 141 Front St., New Bedford, Mass.

\*Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

#### STERN BEARINGS

\*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.

Hathaway Machinery Co., Inc., New Bedford, Mass.

#### VOLTAGE REGULATORS

The Safety Car Heating & Lighting Co., Inc., P.O. Box 904, New Haven 4, Conn.

Wharf Machine & Electric Co., Inc., Fish Pier Road, Boston 10, Mass.

#### WHISTLES

Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

#### WINCHES

Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.

Hathaway Machinery Co., Inc., New Bedford, Mass.

\*Stroudsburg Engine Works, 62 North 3rd St., Stroudsburg, Penn.

#### WIRE ROPE

American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio

Bethlehem Steel Co., Bethlehem, Pa.

\*John A. Roebling's Sons Co., Trenton 2, N. J.

Wickwire Spencer Steel Division, Palmer, Mass.

## Disabled Vessels Should Hoist Metal Object

The Coast Guard has requested that operators of disabled wooden craft that are, or may consider themselves to be, the object of a search, hoist a halyard or otherwise place aloft any metallic objects that would assist their detection by radar. The largest metallic object available should be used.

All Coast Guard patrol vessels, planes and some buoy tenders, utilize radar and continue searches in darkness and during other periods of low visibility if it can be assumed that the object of the search can be detected through the use of this aid. Actual observations have shown that wooden hulls or other non-metallic objects are suited as radar targets according to the size, orientation, shape and other radar reflecting qualities of the object.

When an aircraft desires to call upon a surface craft to render assistance to survivors or planes in distress the aircraft will: circle the vessel at least once; fly across the bow of the vessel at low altitude, opening and closing the throttle or changing propeller pitch when possible; use the Aldis Lamp, radio, or message drop to explain the situation, if possible; and head in the direction of the distress scene.

The surface craft should follow the aircraft or indicate that it is unable to comply by hoisting the international flag "Negat", or by other visual or radio means.

## Want Fishery Methods and Equipment Specialists

The United States Civil Service Commission has announced an examination for Fishery Methods and Equipment Specialists to fill positions paying from \$3,100 to \$7,600 a year in the Fish & Wildlife Service of the Department of the Interior.

Persons are needed in these positions for exploratory fishing and for improving methods of fishery operations. The jobs require sea duty in varying localities, chiefly in the Atlantic and Pacific Oceans. To qualify, applicants must have had appropriate experience or a combination of such experience and college study in fishery technology, fishery engineering, fishery biology, or related subjects. The age limits, 18 to 62 years, will be waived for veterans.

Further information and application forms may be obtained from most first- and second-class post offices, from Civil Service Regional offices, or from the United States Civil Service Commission, Washington 25, D. C. Applications for this examination must be filed with the Executive Secretary, Committee of Expert Examiners, Fish & Wildlife Service, Department of the Interior, Washington 25, D. C. Applications will be accepted until further notice.

## Index to Advertisers

Albina Engine & Machine Works 40	
Applied Electronics Co..... 41	
Atlantic Equipment Co., Inc..... 46	
W. A. Augur, Inc..... 41	
Bowers Battery & Spark Plug Co. 42	
Chris-Craft, Marine Engine Div... 35	
Chrysler Corp., Marine Engine Div. .... 7	
Columbian Bronze Corp..... 43	
Columbian Rope Co..... 1	
Cooper-Bessemer Corp. .... 48	
Chas. F. Dagle Corp..... 10	
Danforth Anchors ..... 36	
R. J. Ederer Co..... 32	
Enterprise Engine & Machinery Co. .... 11	
The Enterprise Mfg. Co..... 31	
Fairbanks, Morse & Co..... 4	
R. S. Hamilton Co..... 46	
Geerd N. Hendel..... 46	
Hudson American Corp..... 38	
Hyde Windlass Co..... 39	
International Paint Co., Inc..... 33	
The Lathrop Engine Co..... 38	
Liberty Dry Dock, Inc..... 42	
The Linen Thread Co., Inc..... 47	
Madeco Tackle Block Co..... 29	
McClain's Sea Foods..... 46	
Michigan Wheel Co. .... 36	
Lucian Q. Moffitt, Inc..... 10	
O. Mustad & Son..... 10	
The National Supply Co..... 2	
Nordberg Mfg. Co..... 12	
Northhill Co., Inc..... 42	
D. W. Onan & Sons, Inc..... 43	
Perkins-Milton Co. .... 31	
Pittsburgh Plate Glass Co..... 8	
Red Wing Motor Co..... 42	
E. S. Ritchie & Sons, Inc..... 29	
John A. Roebling's Sons Co..... 37	
M. Rosenblatt & Son..... 46	
Frank L. Sample, Jr., Inc..... 43	
Sperry Gyroscope Co..... 3	
Story Marine Railway..... 41	
Stroudsburg Engine Works..... 29	
Surrette Storage Battery Co..... 9	
A. J. Tower Co..... 39	
Twin Disc Clutch Co..... 34	
Universal Motor Co..... 41	
Westerbeke Fishing Gear Co..... 46	
Wilfrid O. White & Sons, Inc..... 43	

When You Ship FISH, LOBSTERS  
or SCALLOPS to the Boston Market  
**FOR BEST RESULTS SHIP TO**  
**R. S. HAMILTON COMPANY**

Established 1895

17 Administration Building

Fish Pier, Boston, Mass.

## GEERD N. HENDEL

NAVAL ARCHITECT

Designer of  
Fishing and Commercial  
Vessels of All Types

CAMDEN, MAINE

Specializing in  
Aluminum Alloy Hull and  
Deckhouse Construction  
TELEPHONE 3097

## M. ROSENBLATT & SON

NAVAL ARCHITECT

MARINE ENGINEERS

Designers of Steel and Wood  
Fishing and Commercial Vessels

111 Broadway, New York 6, N. Y.

BEekman 3-7430

## SELECTED QUALITY



No order too large or too small, from a carton to a carload

**McCLAIN'S SEA FOODS** SABINE, TEXAS

Main Office: 231 So. Front St., Philadelphia, Pa.  
Telephone, LOmbard 3-1303

## Where to Ship in New York

Beyer Fish Co., Fulton Fish Market

Lester & Toner, Inc., Fulton Fish Market

South Fish Co., 31 Fulton Fish Market

Frank W. Wilkisson, Inc., 16 Fulton Market

## CLASSIFIED ADVERTISING

Rates: \$1.00 per line, \$5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

### MARINE BARGAINS

Several large fish and scallop draggers, Government hulls for conversion, Diesel freighters, small draggers, lobster boats, schooner yachts, cabin cruisers and party boats. Used Diesel engines from 100 to 1000 hp. Contact us whether buying or selling. Knox Marine Exchange, Camden, Me.

### FISH HOUSE FOR SALE OR RENT

30 x 60 fish house with dock, boiler, small conveyor and cooker. Reason for offering—owner retired. Plant located on deep water, Sea Isle City, N. J. No reasonable offer rejected. Write Box 39, Atlantic Fisherman, Goffstown, N. H.

### SCALLOP DRAGGER FOR SALE

For sale, scallop dragger, 71' long, 21' beam, \$25,000, ready for sea. Overhauled last month at cost of \$6,000. 175 hp. engine, 2 years old. For particulars write Box No. 41, Atlantic Fisherman, Goffstown, N. H.

### REBUILT ENGINES FOR SALE

Rebuilt marine engines: Chryslers, Grays, Kermaths. Also Diesels: G.M., Hercules and Budas. J. Helwege Co., 1 Woodcleft Ave., Freeport, N. Y.

### ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8¾, 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, \$2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

### BOATS FOR SALE

Commercial fishing craft. Modern fully equipped draggers ready for continuous production. "A good boat to suit your requirements." Details and photos upon request. Edwin B. Athearn, Marine Broker, Oyster Pond Road, Falmouth, Mass. Tel. 409-W.

### ENGINES AND BOATS FOR SALE

Atlas 4 cyl., 85 hp. at 450 rpm., in very nice shape. Also have other excellent buys in both new and used marine Diesels and a good selection of fishing draggers. Call or write W. H. White, 42 Oxford St., Fairhaven, Mass. Telephone New Bedford, Mass. 4-3950.

### EIGHTY-FIVE FOOT DRAGGER FOR SALE

Dragger City of Southport, length 85', width 18'6". 300 hp., twin G.M. motor. Completely equipped for offshore dragging. Will accept any reasonable offer. For further information write or phone Harold E. Martin, Box 3, Ocean City, Md. Phone 187-R.

### ENGINE, POWER TAKE-OFFS, PARTS FOR SALE

One 171 hp. Buda, Model 1879, Twin Disc R. & R. gear, 3:1, excellent condition. Also Twin Disc power take-offs and Mack parts. Tel. New Bedford, Mass. 3-6355.

## ENGINES

P&H Diesels 30-180 hp.

GM Diesels Rebuilt 110-165 hp.

Propellers 8" and up

Petter Diesels 5-40 hp.

Headquarters for Guaranteed Rebuilt Engines

**ATLANTIC EQUIPMENT CO., INC.**

58 McDonald St.

Readville 37, Mass.

Tel. Hyde Park 3-3006

## WESTERBEKE FISHING GEAR CO., INC.

Grimsby Trawls  
Wesco Cod-end Protectors  
Wire and Manila ropes

— Distributors —

**Boston 10, Mass.**

Also store and warehouse Gloucester, Mass.

Marine Hardware  
Danforth Anchors  
Paints — Fittings





**FISHERMEN TRUST** *Gold Medal Netting*  
**TO HELP BUY THE HOME THEY'VE ALWAYS WANTED...**



It's the fish your nets *hold* that mean good fishing,  
 good pay and all the good things of life you  
 and your family want. And that's why successful  
 fishermen all over the country have depended  
 on Gold Medal Netting for  
 well over 100 years.

Ask your supplier—ask your friends—  
 they'll all tell you there's no finer  
 netting than Gold Medal.



**GOLD MEDAL**  
 The greatest name in netting

**GOLD MEDAL NETTING**  
 means controlled production  
 in our own plants, from the  
 bale of cotton to the finished  
 netting. This is your assurance  
 of dependable quality.

*Gold Medal Netting*  
**THE LINEN THREAD CO., INC., 418 Grand Street, Paterson 1, N. J.**  
 (Successors to American Net and Twine Company)

New York 17, N. Y. • Chicago 10, Ill. • Philadelphia 6, Pa. • San Francisco 5, Cal.  
 Baltimore 3, Md. • Boston 10, Mass. • Gloucester, Mass.

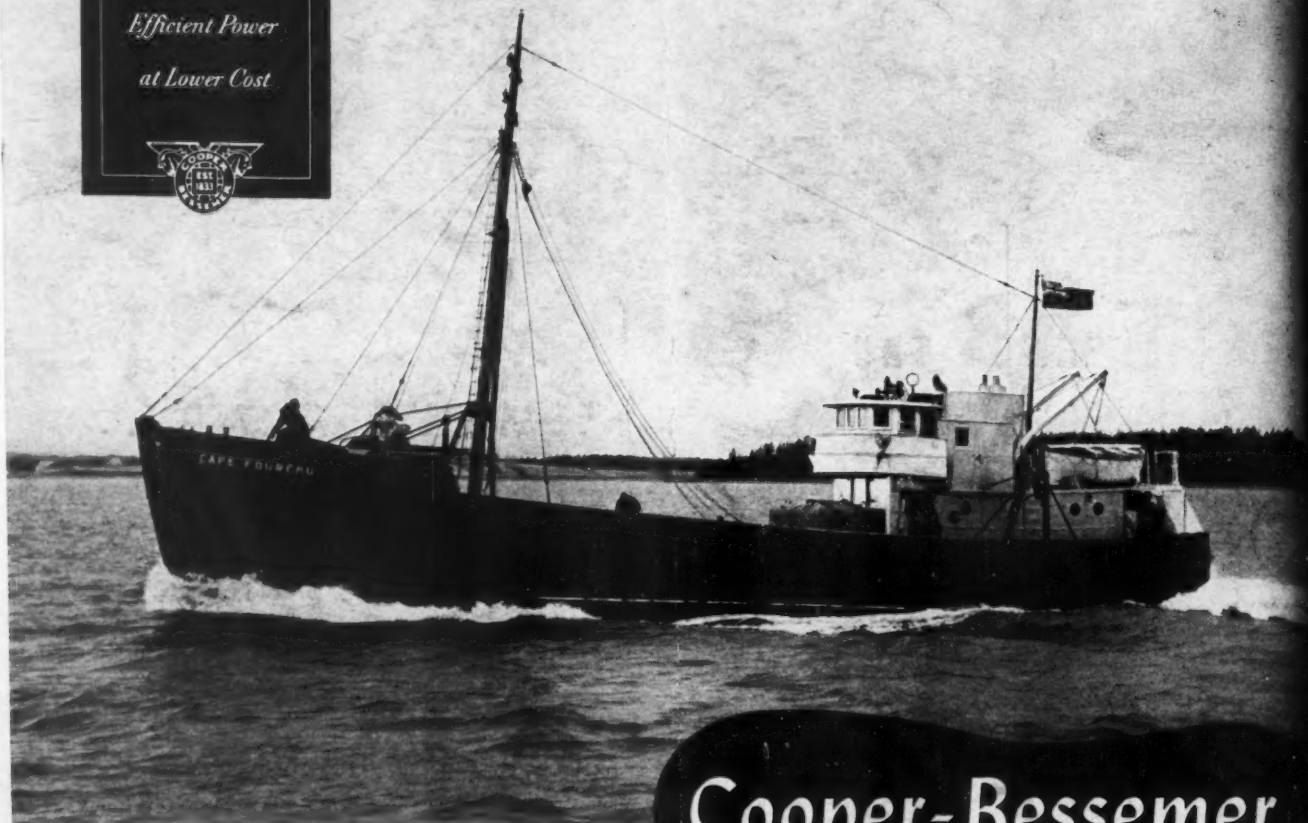
*Makers of fine netting for 109 years*

**GOLD MEDAL SEINE TWINE**—For  
 hand-knitting, hanging and mending,  
 get the same high-quality twine that  
 Gold Medal Netting is knit from. Ask  
 for and be sure you get Gold Medal.

**Other Netting Products:** AN&T Coy  
 Linen Gill Netting • Gold Medal Sea  
 Island Cotton Gill Netting • Plymouth  
 Rope • A Complete Line of Netting  
 Accessories.



*Another Example  
of  
Efficient Power  
at Lower Cost*



**NEWEST ...  
MOST MODERN ...  
MOST POWERFUL ...**

**Cooper-Bessemer  
powered  
CAPE FOURCHU**

**T**HE trawler, Cape Fourchu, built for National Sea Products Company of Halifax by Smith and Rhuland Shipyard of Lunenburg enjoys several distinctions. She is not only the newest addition to the Canadian fishing fleet, but her aluminum sheathed, refrigerated holds and aluminum super structure make her the most modern, most advanced of all.

And, to top it off, her supercharged, 600 hp Cooper-Bessemer engine gives her the most powerful diesel in any Nova Scotia trawler to date.

Another of these modern vessels is now nearing comple-

tion . . . also Cooper-Bessemer powered . . . and making the fourth Cooper-Bessemer powered boat for National Sea Products.

Again and again experienced users turn to Cooper-Bessemer diesels for their new boats and repowering jobs. It's the surest kind of evidence that these modern rugged engines just can't be topped.

*The*  
**Cooper-Bessemer**  
*Corporation*

**MOUNT VERNON, OHIO — GROVE CITY, PENNA.**

New York, N. Y.   Washington, D. C.   Gloucester, Mass.   San Francisco, Calif.  
Houston, Texas   Seattle, Wash.   Los Angeles, Calif.   Chicago, Illinois  
St. Louis, Mo.   Cooper-Bessemer of Canada, Ltd., Halifax, Nova Scotia  
Calmes Engineering Co., New Orleans, Louisiana

er

u

d making  
r Nature

Coop  
powers  
e mode

er